



Submission on Observations to Draft Railway Order Application

September 2023





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DART+ South West

Submission on Observations to the Draft Railway
Order Application

Córas Iompair Éireann / Iarnród Éireann (CIÉ/IE)

September 2023

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1. INTRODUCTION

1.1. Introduction

This report provides a response to the submissions made to An Bord Pleanála (“the Board”) for the DART+ South West Railway Order application.

An overview of the submissions is provided in Section 1.3 below. The issues raised in the submissions on the proposed development, together with responses thereto are provided in Sections 2 to 6.

There is a significant degree of overlap between many of the issues raised in submissions. Where the same issue is raised in a number of submissions, Section 2.2 of this report gives a summary response at a scheme-wide level.

1.2. Legal provisions under the Transport (Railway Infrastructure) Act, 2001 (As Amended)

The proposed development is being progressed through the Railway Order process through an application for a Railway Order as required under the Transport (Railway Infrastructure) Act 2001 (“the 2001 Act”). The 2001 Act has been amended and substituted by a number of legislative provisions including by the Planning and Development (Strategic Infrastructure) Act 2006, the Dublin Transport Authority Act, 2008, the Public Transport Regulation Act, 2009 and was recently further amended by the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021) (“the 2021 Regulations”).

Section 37(3) of the 2001 Act provides that the Railway Order application shall be accompanied by a draft of the proposed order, a plan of the proposed works and a book of reference. The draft order anticipates scheduled agreements (including agreements with local authorities), scheduled conditions, modifications, restrictions and requirements, which are provided for in Section 43(2) of the 2001 Act. The section provides that the Board may make a railway order in such manner and subject to such conditions, modifications, restrictions and requirements (and on such other terms) as the Board thinks proper and specifies in the order.

Section 42(1) of the 2001 Act provides that the Board may, at its absolute discretion, hold an oral hearing into an application for a railway order. The conditions, modifications, restrictions and requirements which the Board may ultimately choose to apply to a railway order often arise during an oral hearing before the Board, and the assessment of appropriate conditions may necessitate consideration of further reports or supplementary reports. CIÉ/IÉ would include detailed responses in individual précis of evidence or statements by its personnel, its consultant team and advisers as part of its submission to the oral hearing.

Section 43(1) provides that the Board shall, before deciding whether to grant a railway order, consider the following:

- (a) the application;
- (b) the draft order and documents that accompanied the application;

- (c) the report of an oral hearing held under section 42 and the recommendations (if any) contained therein;
- (d) any submission duly made to it under section 40(3) or 41(4) and not withdrawn;
- (e) any submission duly made to it by an authority referred to in section 40(1)(c) or (e);
- (f) any additional information furnished to it under section 41;
- (g) the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out the railway works and for the environment of such works; and
- (h) the matters referred to in section 143 (inserted by the Planning and Development (Strategic Infrastructure) Act 2006) of the Planning and Development Act, 2000.

The matters referred to section 143 of the Planning and Development Act, 2000 are as follows:

- (a) the policies and objectives for the time being of the Government, a State authority, the Minister, planning authorities and any other body which is a public authority whose functions have, or may have, a bearing on the proper planning and sustainable development of cities, towns or other areas, whether urban or rural,
- (b) the national interest and any effect the performance of the Board's functions may have on issues of strategic economic or social importance to the State, and
- (c) the National Planning Framework and any regional spatial and economic strategy for the time being in force.

1.2.1. The Railway Order Process

Land referencing and the compulsory acquisition process are incorporated into the railway order process. The Book of Reference and schedules thereto, for example, indicate the identity of the owners and of occupiers of the lands and those with interests in and over lands described in the plan of the proposed railway works. The 2001 Act also provides that the Railway Order is to have effect as if it were a compulsory purchase order referred to in section 10(1) of the Local Government (No. 2) Act, 1960 (inserted by section 86 of the Housing Act, 1966) and that section is to apply and have effect with certain prescribed modifications and with any other necessary modifications.

In practice therefore, discussions with those persons who have interests in lands the subject of a draft railway order (as with any CPO) continue up to and including any oral hearing which may be directed by the Board. The draft Railway Order provides for the attachment of a Schedule of Agreements which includes inter alia agreements with those persons who have interests in lands the subject of the draft Railway Order process. This submission is made, therefore, without prejudice to any agreements and/or arrangements which may be reached in the period after this submission is made.

1.3. Overview of the Submissions Received

A total of 120 submissions were received and accepted by the Board and subsequently provided to CIÉ/IÉ.

For the purposes of the EIAR, the Project has been divided into four distinct geographic zones along the length of the corridor (Zones A to D) as follows and as shown in Figure 1-1. The Project is described from west to east along the railway corridor.

- Zone A - Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station
- Zone B - Park West & Cherry Orchard Station to Heuston Station, incorporating Inchicore Works
- Zone C - Heuston Yard & Station, incorporating New Heuston West Station
- Zone D - Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line)



Figure 1-1 DART+ South West Geographical Zones

Table 1.1 below sets out the key issues raised by the submissions.

Table 1-1: Scheme Wide Summary of Submissions in Response to the proposed Project

Scheme Wide Issues Raised	
<ul style="list-style-type: none"> • Principle of development • Request for Oral Hearing • Observation cost • Not give adequate time to read documentation • Insufficient communications • Establishment of a Community Forum • Lack of stations • Lack of station amenities (parking and cycling provision) • Loss of vegetation • Property impacts/damage • Condition Surveys 	<ul style="list-style-type: none"> • Compensation • Soil Anchoring and Substratum Land Rights • Nuisance issues – control of rats & vermin • Noise & Vibration issues • Dust issues • Electromagnetic effects • Health concerns including quality of life, mental health, EMF, Sleep disturbance, dust • Biodiversity issues • Disruption to Roads and Traffic during Construction

Table 1.2 presents an overview of some of the recurring issues raised by the submissions according to the zone of the project.

Table 1-2: Summary of Submissions by Geographic Zone in Response to the proposed Project

Geographic Zone	Location	Key Issues Raised
Zone A	Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station	Apart from Kildare County Council, no submissions relating specifically to this zone.
Zone B	Park West & Cherry Orchard Station to Heuston Station, incorporating Inchicore Works	<ul style="list-style-type: none"> Lack of stations Loss of vegetation EMF Nuisance issues – control of rats & vermin, security Noise & Vibration Dust Health concerns Substratum impacts (future development potential) Property Damage Heuston West Station Biodiversity concerns
Zone C	Heuston Yard & Station, incorporating New Heuston West Station	No submissions received originating in this zone, but a number of submissions refer to Heuston West Station and access thereto.

Geographic Zone	Location	Key Issues Raised
Zone D	Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line)	Lack of stations Nuisance issues – control of rats & vermin, security Noise & Vibration Dust Health concerns Substratum impacts (future development potential) Property Damage Biodiversity concerns Flood Risk

1.4. Numbering of Submissions

The reference number assigned to each submission reflects the order in which the submissions were listed by An Bord Pleanála.

2. RESPONSE TO SUBMISSIONS

2.1. Introduction

The issues raised in the submissions have been summarised to provide a more concise response document, as many of the submissions are quite lengthy in the detail provided.

Commonly raised issues are grouped in Section 2 with responses provided. These are broken down into scheme wide issues.

In Sections 3 to 6, we set out the responses to specific issues raised by local authorities, public and prescribed bodies, individual landowners, the general public and other bodies.

If it is the case that we have not responded to an issue raised in a submission, this should not be taken as an acceptance on the part of CIÉ/IE of that issue, or anything set out in the submission, unless we have expressly stated such acceptance.

Section 3 deals with submissions from the Planning Authorities

Section 4 deals with submissions from Public and Prescribed Bodies.

Section 5 deals with submission from landowners.

Section 6 deals with submissions from the general public not included in the draft Railway Order.

2.2. Scheme Wide Issues Raised

2.2.1. Principle of development

The vast majority of submissions recognise the benefits of improving public transport by means of the DART+ programme, and support the project in principle. The concerns that follow in the submissions focus mainly on project impacts both during construction and operation.

2.2.2. Request for Oral Hearing

A number of respondents requested an oral hearing and to be informed of any date for a future oral hearing.

Response to issue raised.

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2.2.3. Observation Cost

A number of respondents queried the observation cost and why they are not entitled to make a free observation. Some also queried why is there no discount rate for pensioners.

Response to issue raised

The observation cost is outside the control of CIÉ/IE and is part of the railway application process (governed inter alia by the Transport (Railway Infrastructure) Act, 2001 (as amended) and the Planning and Development Act, 2000 (as amended)). The law provides that potentially Impacted landowners who are referenced in the draft Railway Order are entitled to make an observation free of charge. Others must include a fee to make an observation. Neither CIÉ/IE nor An Bord Pleanála has any flexibility on this point.

2.2.4. Not given adequate time to read the documentation

Several submission-makers felt that they were not given sufficient time to read the documentation provided.

Response to issue raised

The timeframe relating to the An Bord Pleanála Statutory Consultation is governed by the Transport (Railway Infrastructure) Act 2001 (as amended), which sets a requirement for at least 6 weeks. The An Bord Pleanála Statutory Consultation was from March 29th until May 16th, 2023 (7 weeks). Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

2.2.5. Insufficient communications

Concerns were raised in relation to the public consultation, stating that the level of communication between CIÉ/IE and the public was unsatisfactory.

Response to issue raised

CIÉ/IE has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IE notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches.

The project team has, for example, engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a letter and leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted and the Project Team issued an explanatory letter and proposed a meeting. A virtual meeting with the property owner was held with three members of the Project Team in October 2022.

In some cases, this data was found to be out-of-date which is a matter outside the control of CIÉ/IE.

The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

2.2.6. Establishment of a Community Forum

Some submissions requested that a Community Forum is established prior to the commencement of construction consisting of local representatives and CIÉ/IÉ representatives.

Response to issue raised

The project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. The Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction.

CIÉ/IÉ is open to the possibility of establishing a community forum during the construction phase of the works.

2.2.7. Lack of Stations

A number of respondents have raised the concerns regarding the lack of stations at Cabra or Kylemore in particular. The communities experiencing most pain (during construction in particular) can not avail of the benefits of the DART service.

Response to issue raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2.2.8. Improvement of Station Amenities (accessibility, public realm)

Issues were raised in relation to missed opportunities for the provision of station amenities such as provision of car parking and pedestrian and cycle facilities, and the need for upgrading the public realm around DART stations.

Response to issue raised

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities are included in NTA's construction portfolio. However, the provision of Park & Ride facilities at or near certain stations is not part of the DART+ Programme. The NTA's Park & Ride Development Office is currently working with CIÉ/IÉ to identify strategic locations to develop a Park & Ride Scheme that will connect with the rail system. Proposals to develop Park & Ride will be brought forward independently of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme. CIÉ/IÉ will continue to work with the relevant local authorities (Kildare County Council, South Dublin County Council and Dublin City Council) for future transport integration and enhancement.

2.2.9. Loss of Vegetation

Concerns were raised in relation to the loss of trees and vegetation along the project route, the visual impact of tree removal and potential for replacement planting.

Response to issue raised

CIÉ/IÉ acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

Planting mitigation and vegetation to be retained is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23838 to DP-04-23-DWG-RO-TTA-23854). In terms of scope for replanting, proposed planting has had regard for engineering and safety requirements and includes separation distanced from the OHLE on electrified railway. There are many locations along the project route where there is no scope for replacement planting.

2.2.10. Property Impacts/Compensation

A number of respondents raised concerns regarding the impacts on their properties and associated compensations for any damage caused to the properties as a result of DART+ Southwest Project.

Response to issue raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served, i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IE cannot comment on individual insurance company policies. If the Railway Order is granted, property owners may wish to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property.

2.2.11. Condition Surveys

Respondents requested that property condition surveys be made available to residents before construction commences.

Response to issue raised.

No adverse structural impacts to third party properties are anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

2.2.12. Substratum Impacts (future development potential/compensation)

A number of respondents raised issues regarding the substratum impacts as a result soil anchoring.

Response to issue raised.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

2.2.13. Nuisance (Control of Rats & Vermin)

Concerns have been raised in a number of submissions regarding the infestation of rats and vermin during the construction phase. It is stated that construction works on the railway have in the past led to problems.

Response to issue raised.

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,

- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2.2.14. Noise & Vibration

Many of the submissions had concerns in relation to noise issues. The issues ranged from concerns about the construction noise, night-time works, long term operational noise and vibrations, and noise mitigation measures. The responses to these are provided under the individual submissions.

2.2.15. Dust

A number of submissions have raised issues in relation to the impacts on the air quality.

Response to issue raised.

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan, and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

2.2.16. Electromagnetic Fields (EMF)

A number of submissions raised concerns regarding the impacts associated with EMF and stray current and health effects.

Response to issue raised.

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising

Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

2.2.17. Health Concerns

A number of submissions raised issues in relation to health concerns such as night-time noise impacts for example sleep disturbance, effects on mental health, air quality health concerns and general quality of life concerns. These issues are responded to below and are not repeated in the individual submissions.

Response to issue raised.

Human Health (night-time noise impacts such as sleep disturbance)

Chapter 23 of the EIAR has assessed the likely significant effects of the Project on Human Health. This includes a range of health determinants, including noise exposure during construction (see Section 23.6.1.3 of the EIAR). The assessment has regard for night-time noise impacts and associated health outcomes, such as sleep disturbance. The assessment notes that the scale of change for the majority of residents is small, and for the limited number of residents who are anticipated to temporarily experience a large scale of change, appropriate mitigation measures are proposed in Chapter 14. Following this, the residual effect on population health from both daytime and night-time construction noise is not anticipated to be significant.

Air quality health concerns

Chapter 23 of the EIAR has assessed the likely significant effects of the Project on Human Health. This includes a range of health determinants, including changes to air quality from construction dust and road traffic emissions (see Section 23.6.1.2 of the EIAR). As noted in Chapter 23, construction of the Project would result in temporary and very low-level exposure to air pollutants, which is not of a level sufficient to result in significant population health effects, including effects on health services. These effects are further minimised by following the best practice mitigation measures outlined in Chapter 12.

Chapter 23 also concludes that the operation of the Project will result in improved air quality, and therefore beneficial (albeit also not significant) population health effects in the long term.

Health Concerns regarding mental health

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

Quality of Life

The project team has conducted thorough assessments to minimize any potential disruptions to public health and quality of life within the EIAR, as summarised below:

Construction Phase Health Determinants

Transport: A potential health effect from changes to traffic nature and flow rate (active travel behaviour, access to services and road safety). The significance of the population health effect for this determinant of health is moderate adverse (significant). There may be a small, albeit temporary, change in the health baseline due to some localised effects around: active travel discouragement, particularly at the Khyber Pass Footbridge; healthcare journey time delays, including for hospitals; and road safety, including at South Circular Road interchange.

Air quality: The potential health effect from changes in air quality (including PM10, NO2 and nuisance from dust). The significance of the population health effect during construction is minor adverse (not significant). The reflects the slight change from baseline air quality conditions well within the limits of the Air Quality Regulations.

Noise: The potential health effect from changes in noise and vibration exposure. Construction noise impacts of the proposed Project are considered to result in a minor adverse (not significant) effect on population health. This assessment conclusion reflects that for a small population the levels of exposure will cross or approach standards set for health protection. This is further addressed in Chapter 14 where localised construction noise and vibration is mitigated.

Socio-economic status: The potential health benefits from changes to socio-economic factors (income and employment). The significance of the population health effect for this determinant of health is minor positive (not significant). There would be a slight increase in good quality employment and factors that promote health or are protective against poor health, particularly mental health.

Finally, as part of the construction strategy, a dedicated Community Liaison Officer will be appointed for the Project, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that good communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum during the construction phase of the works.

Operational Phase Health Determinants

Transport: The potential health effect due to improved operating capacity of rail services and improved active travel infrastructure. The significance of the population health effect for this determinant of health is moderate positive (significant). There may be a small sustained beneficial change in the health baseline due to improved accessibility and less reliance on private cars. Such changes have the potential to narrow inequalities, particularly for deprived populations with existing poor access or fewer resources.

Air Quality: The potential health effect from changes in air quality associated with electrification of a large proportion of the rail fleet and additional rail movements. Despite the benefits associated with electrification, the significance of the population health effect is minor adverse (not significant) for air quality which reflects the slight adverse change in the health baseline linked to the increase in the number of diesel trains using the rail corridor. The changes are likely to disproportionately affect those closest to the railway line, which may marginally widen health inequalities.

Noise: The potential health effect from changes in noise and vibration exposure. Operational noise impacts of the proposed Project are considered to result in a minor adverse (not significant) effect on population. reflects a very limited effect on the health baseline for the site-specific populations driven by rail noise increases. The conclusion has regard to scientific literature indicating a clear association between long-term exposure to transport noise and health outcomes.

Socio-economic status: The potential health benefits due to socio-economic factors (income and employment). The significance of the population health effect is minor positive (not significant). The expert judgment is that there would be a slight beneficial change in the health baseline for the local and regional population. This conclusion reflects a modest increase in employment.

Electro-magnetic fields (EMF): The potential health effect due to EMF exposure. The assessment of EMF and stray current indicates that there are no radiation and stray current impacts anticipated for the construction of the proposed Project and that potential levels during operation are expected to be within applicable standard limits. However, the significance of the population health effect is minor adverse (not significant). The expert judgment is that there could be a slight adverse mental health effect for the local population if concern about EMF exposures from electrification of the line are widespread. This conclusion reflects scientific understanding of the impact of uncertainty or concern about environmental risks on mental health. It also reflects that the actual risks would be well within regulatory standards for EMF and that most members of the public would expect this to be the case.

In addition to the mitigation already presented under the EIAR chapters of air quality, noise and vibration, population, traffic and transport, additional measures relating to education and awareness for EMF, stakeholder engagement, training and employment opportunities for local communities are proposed.

2.2.18. Biodiversity

Submissions raised issues in relation to disturbance/ harm to wildlife, biodiversity loss, conservation plans and mitigation measures for these issues. The responses to these specific issues raised are addressed within the individual submissions.

2.2.19. Disruption to Roads and Traffic during Construction

Some of the submissions have raised concerns regarding the disruptions, road diversions and increased traffic during the construction phase and these are addressed within the individual submissions.

3. Response to Planning Authorities

3.1. Ref 038 – Dublin City Council (DCC)

Ref No. 38 – Dublin City Council

DCC submitted a submission with comments from various internal departments/divisions which included the Environment and Transportation Department, Conservation & Heritage Division, Housing Department, Archaeology Division, City Architects and the Air Quality Monitoring & Noise Control Unit. The issues raised in the submission are addressed below.

Environment & Transport Department had comments in relation to stations, interactions with other infrastructure projects, interaction with private developers, pedestrian and cycling infrastructure, substations and temporary compounds, construction and traffic management, public lighting, surface water management & drainage:

1. Summary of Issue Raised – Heuston West Station: DCC welcomes the inclusion of a new station at Heuston West, however highlights the need for a clear and legible pedestrian and cyclist route from South Circular Road to the new station. This should be secure and well-lit.

Response to Issue Raised

Construction of the new Heuston West station includes fencing, platforms, shelters, pedestrian access/cycleway bridge and a new pedestrian and cycle connection to Islandbridge via the Clancy Quay development.

The proposed pedestrian and cyclist route to the new station will be secure and well lit. The design of public lighting will be subject to further development at detailed design stage and Dublin City Council will be consulted throughout this process.

See in this regard, drawing DP-04-23-DWG-RO-TTA in the RO Drawings (Structures/Specific Locations/Heuston West) PLAN NO 14 and, in particular, item 14.23.

14.23	<p>Construction of the new Heuston West station including fencing, platforms, shelters, pedestrian access/cycleway bridge and a new pedestrian and cycle connection to Islandbridge via the Clancy Quay development.</p> <p>The station works will include lighting and telecommunication infrastructure associated with the operational requirements of the station. As part of the new construction works, existing tracks will be removed and the existing platform 10 will be demolished.</p> <p>Works will also include the demolition of a portion of the existing boundary wall (between Heuston yard and the Clancy Quay development), and the construction of stairs and ramps (and associated retaining walls) on CIE land leading from Clancy Quay to the new station. An access gate will be installed at the boundary with Clancy Quay development to enable controlled access.</p> <p>A further set of retaining walls (at the top of the River Liffey embankment) will be constructed to provide stability to the vehicle maintenance route serving the attenuation pond, and to serve as a foundation for a boundary fence along the top of the wall between the new station and the River Liffey.</p>	Works Layout Plan No. 14
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2. Summary of Issue Raised – Interchange between DART, mainline rail, LUAS and bus at new Heuston Station West is welcomed, however, careful consideration is required regarding the quality and functionality of the connection between the new Heuston West station and the main Heuston Station. This should be an attractive secure route for pedestrians.

Response to Issue Raised

Pedestrian connectivity between DART and the Heuston transportation hub is included in the Railway Order application. Significant improvements in the existing facilities are proposed, including facilities for cyclists and for bus connections.

There is a longer-term proposal to redevelop the entire Heuston area, as part of the Heuston Masterplan (see Planning Report, section 5.4.4). That project is expected to include a revised urban design treatment for the entire area, which would further address the overall transport integration in the area. CIÉ/IÉ will work with DCC and other stakeholders including NTA in advancing the Masterplan proposals.

3. Summary of Issue Raised – Important that new/upgraded bridges and infrastructure are not seen in isolation but are futureproofed through design to take into account other strategic public transport improvements planned such as Luas extensions, Bus Connects and Metrolink.

Response to Issue Raised

The preliminary designs have taken account of the published guidance/standards as well as confirmed GDA cycle and Bus Connect routes at the time of RO preparation. The Kylemore Road Bridge been designed to include a potential road and rail load combination to accommodate future Luas loading. Additionally, the bridge has been designed in such a way that space provision is made available for future platforms under the bridge associated with a potential future station at this location.

There is no direct interface between the DART+ South West Project and the MetroLink Project. The boundaries between the DART+ South West Project and the DART+ West Project is at a point before the new MetroLink Station at Glasnevin. As such, the DART+ West Project is the key project with an interface with the MetroLink Project at the new Glasnevin Station. The Glasnevin Station for the MetroLink Project provides interchange capability with CIÉ/IÉ services on the Maynooth and Kildare lines that serve Connolly Station and Docklands Station.

Engagement with public transport stakeholders will continue through the RO and Detailed Design Phases to ensure that, as far as reasonable, updated or newly published transport development strategies, standards/guidance are incorporated and/or aligned between the stakeholders.

4. Summary of Issue Raised – Need to identify and liaise with development sites subject to planning applications or extant planning permissions that may be located adjacent to or within the red line of the proposed works, attention is drawn to sites within the Park West/Cherry Orchard Local Area Plan (LAP) where temporary compounds and access roads to the same are shown within development sites with extant permissions or planned developments.

Response to Issue Raised

CIÉ/IÉ is continuing to monitor planning applications in the vicinity of the DART + South West Project and is in communication with DCC and LDA in relation to Park West area. CIÉ/IÉ will continue this approach with relevant landowners as the project develops through detailed design and construction.

5. Summary of Issue Raised – The cumulative impacts, particularly relating to construction traffic will need to be assessed in the context of wider construction activity and appropriate Construction Management Plans put in place.

Response to Issue Raised

The cumulative effects arising from the proposed development with other existing and/or approved plans and projects during the construction and operational phases of DART+ South West Project have been considered in Chapter 26 Cumulative Effects of the EIAR.

The potential cumulative effects of “Other Projects” (i.e. existing and/or approved projects) within the functional areas of Dublin City Council, South Dublin County Council and Kildare County Council and the DART+ South West Project have been assessed in Section 26.4.3.2 (Table 26.7) This included cumulative traffic impacts.

The proposed mitigation and monitoring measures are documented in the assessment presented in Table 26.7 and are included, where appropriate, as part of the Construction Environmental Management Plan (CEMP).

Other identified projects that are in the public domain/at preliminary design (i.e. not in the planning system or granted) have also been assessed. As outlined in the response to Item 4, CIÉ/IE is continuing to monitor planning applications in the vicinity of the DART + South West Project and cognisance will be had to the relevant construction programmes when these projects are approved and proceed to construction and operation stage. In addition, communication channels will be developed and maintained between CIÉ/IE and the relevant developers to reduce the likely significant cumulative effects on the local populations and communities including the traffic environment during the construction stages.

- Summary of Issue Raised – Noted throughout the project that footpath widths below the minimum of 2m are proposed. It appears possible to widen these footpaths to meet the 2m minimum width by narrowing the generous adjacent carriageway widths.

Response to Issue Raised

With the revised National Cycle Manual only now in its final circulation stage for approval in Q3 of 2023, the previous published NCM and DMURS were applied to both footpath and cycle lane/tracks preliminary design across the bridge and the associated approach road reconstruction lengths (between 50-150m).

At both Le Fanu and Kylemore there were no active travel scheme designs available with which to tie the preliminary design of short sections of road reconstruction. However, the 2 x 2m BusConnects Scheme was incorporated into the Memorial Road bridge and Con Colbert Road junction tie-in design. Sarsfield Road and SCR works are constrained by the existing structures not required to be altered for the DART+SW project, while the BusConnects design for that location was not at detailed design, therefore the current design reflects a reconstruction of like for like within the limited of the space constraints.

Further consultation will take place with DCC and NTA during the Detailed Design phases to further align with any proposed changes to the carriageway layouts in the short approach road lengths required to be reconstructed to facilitate the railway works.

6. Summary of Issue Raised – Where existing roads are impacted by works, provision must be made to ensure that the GDA Cycle network can be accommodated, and all road bridges designed to

provide the necessary width required. Project must rectify sub-optimal pedestrian or cycling provision at overpass or underpass locations that are sub-standard in width.

Response to Issue Raised

The RO Preliminary Designs for the bridge reconstructions (excluding Khyber Pass Footbridge & Glasnevin Cemetery Bridge) have all allowed sufficient space to accommodate a 2m footpath and a 2m cycle track over the new structures. CIÉ/IÉ will continue to liaise with DCC and NTA in relation to detailed design of road works and bridge works in order to optimise road layouts.

7. Summary of Issue Raised – Provision of cycle parking should be included as part of the Project.

Response to Issue Raised

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities at or near existing train station is not part of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme.

8. Summary of Issue Raised – Access arrangements and final layouts for all proposed substations and temporary compounds should be agreed with DCC.

Response to Issue Raised

Layouts and access arrangements for all proposed substations and temporary compounds will be subject to further development at detailed design and Dublin City Council will be consulted throughout this process.

9. Summary of Issue Raised – Cumulative impacts of construction traffic, road and bridge closure and diversions and proposed traffic management measures will need to be addressed in a Strategic Citywide Traffic Plan.

Response to Issue Raised

The EIAR, Chapter 6 Traffic and Transportation, describes the traffic impacts during the construction phase with the primary focus of the assessment on contributory construction traffic volumes on the existing road network during construction works, in addition to the impact of temporary road closures or temporary junction modifications associated with the bridge reconstructions.

A detailed Construction Traffic Management Plan will be prepared and implemented by the appointed contractor and will be agreed with the respective local authorities prior to the commencement of the construction phase.

10. Summary of Issue Raised – DCC provided recommendations in relation to public lighting to be considered during the detailed design process.

Response to Issue Raised

The design of public lighting will be subject to further development at detailed design stage and Dublin City Council will be consulted throughout this process.

11. Summary of Issue Raised - DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water with preference given to soft engineering solutions. Discharge managed via a pipe and an attenuation tank system shall be considered the last option considered.

Response to Issue Raised

As outlined in Chapter 3 of the EIAR (Alternatives Considered), a new drainage system is proposed for Park West & Cherry Orchard Station to Heuston in order to meet the increased runoff volumes generated by the new four-tracking layout, as well as attenuation requirements needed to comply with the allowable discharge rates. The new drainage system is based on three independent drainage networks (Network 1, Network 2 and Network 3) based on three outfall locations.

As outlined in Section 3.7.3 of the EIAR Chapter 3 Alternatives Considered, as part of the design process three different attenuation solutions were assessed for each network. Having considered environmental and technical aspects, including the restricted space available alongside the operational railway environment, the attenuation tank was identified as the preferred option for each of the drainage networks.

12. Summary of Issue Raised – The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Assessment (SFRA).

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) has been prepared for the Project.

13. Summary of Issue Raised – Recommend that an CIÉ/IÉ/DCC Project Liaison Office with multi-disciplinary input be established. Continual ongoing engagement will be required regarding construction traffic, management, agreements and other matters etc.

Response to Issue Raised

CIÉ/IÉ is committed to ongoing co-operation with DCC in the delivery of the project and will be happy to participate in a Project Liaison Office arrangement.

The Conservation and Heritage Division had the following comments:

14. Summary of Issue Raised – CIÉ/IÉ are requested to engage with the Conservation Section of DCC and shall ensure that project impacts are continuously monitoring by the design team in such a way to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process.

Response to Issue Raised

Following Railway Order approval, CIÉ/IÉ will undertake more detailed design. The design of the bridges and other built heritage features will be subject to further development and refinement at detailed design stage. A Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets. Engagement with the DCC Conservation Office will continue throughout the detailed design and construction phases.

15. Summary of Issue Raised - Recommended the replacement bridge at Le Fanu Road be of high architectural modern design and finish such as to complement any retained historic fabric.

Response to Issue Raised

As outlined in Chapter 4 Project Description of the EIAR, the existing single arch masonry Le Fanu Road Bridge will be replaced at the same location by a new structure with a longer span to facilitate the additional width required for the additional tracks and to carry Le Fanu Road traffic over the rail corridor. Stone masonry aesthetic/architectural cladding finishes to the reinforced concrete walls will be provided in keeping with the existing stone masonry boundary walls and bridge parapets. Where possible the stone from the existing bridge will be reclaimed and reused as outlined in Section 4.7.3.1 of the EIAR. DCC Conservation and Heritage Offices will be consulted throughout the detailed design and construction phases.

16. Summary of Issue Raised – Clarify the total length of the boundary walls of Inchicore Railway Works to be demolished and rebuilt, together with detailed methodologies for dismantling of the walls and finishing of retained walls on either side of the areas to be demolished.

Response to Issue Raised

Chapter 21 Architectural Heritage of the EIAR provides the measures adopted in order to avoid direct impacts (ensuring that best conservation practice has been adopted) and indicates those instances where this is not possible. There will be a Profound impact on part of the walls at Inchicore works due to its removal to facilitate four-tracking. This impact will be mitigated through the recording by means of photographs and written description prior to removal and the resulting new end of the wall is to be repaired in accordance with a method statement to be prepared by a qualified conservation specialist as outlined in Section 21.6.1.2 of the EIAR. Following mitigation, the impact will however be significant.

If the Railway Order is granted, CIÉ/IÉ will undertake more detailed design and the total length of the boundary walls to be demolished and rebuilt will be forwarded to DCC at detailed design stage.

CIÉ/IÉ commits to the appointment of a Conservation Architect for the proposed Project to oversee and advise on works in proximity to heritage assets. The Project Conservation Architect will develop the detailed methodologies for dismantling of the walls and finishing of the retained walls either side of the areas to be demolished and will engage in that regard with the DCC Conservation office.

17. Summary of Issue Raised – Signal box at Inchicore Railway Works should be dismantled and rebuilt at a location to be agreed upon with CIÉ/IÉ and the Planning Authority, preferably as close as possible to its current position.

Response to Issue Raised

Chapter 21 Architectural Heritage of the EIAR provides the measures adopted in order to avoid direct impacts and indicates those instances where this is not possible.

The signal box at Inchicore Works, which is a protected structure (RPS DCC 8866), will be dismantled to facilitate the move from two-tracks to four-tracks. This will result in a profound impact but will be mitigated as far as is possible:

(i) through the recording by means of photographs, written description and measured drawings to English Heritage Level 3 as set out in Section 21.6.12 of the EIAR to ensure knowledge of its existence and character is preserved for the future; and

(ii) The signal box will be carefully dismantled, stored with sufficient care for eventual future reconstruction in an alternative location with significant railway heritage.

The alternative location for the Signal box will be agreed with DCC.

18. Summary of Issue Raised – Impact of the widening of the deck of Sarsfield Road Bridge on the surviving stone abutment walls of the bridge is not sufficiently detailed. Impact of surviving historic fabric on the bridge should be fully detailed and interventions/repair of the historic abutments and associated retaining walls be supervised by a conservation professional.

Response to Issue Raised

Chapter 21 Architectural Heritage of the EIAR provides the measures adopted in order to avoid direct impacts (ensuring that best conservation practice has been adopted) and indicates those instances where this is not possible. In relation to the Sarsfield Road Under-Bridge, the architectural heritage impact assessment recognises that there will be a moderate negative impact associated with the proposed works. This impact will be mitigated as far as is possible through the recording by means of photographs and written description prior to alterations as set out in Section 21.6.1.2 of the EIAR.

As outlined in Chapter 5 Construction Strategy and Chapter 21 Architectural Heritage of the EIAR, a Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets, including the Sarsfield Road Under-Bridge. The Project Conservation Architect will also advise and guide design finishes for all heritage features impacted by the project. A suitably qualified site supervision team will be employed to monitor all construction works jointly with the Conservation Architect where required.

19. Summary of Issue Raised – Impact of track lowering of the railway at Conyngham Road, Phoenix Park Tunnel, the Royal Canal & Luas Twin Arch Bridge and Maynooth Line Twin Arch is not fully quantified including the necessity of any underpinning to the historic walls. Any required underpinning works must be fully agreed upon with the conservation architect, possibly with input of a conservation engineer and details submitted to DCC Conservation Section. Works also to be supervised by a conservation professional at construction stage. Recommended that historic construction methods of the bridges at foundation level are recorded.

Response to Issue Raised

There is no requirement for unpinning works at the Royal Canal & Luas Twin Arch Bridge and the Maynooth Line Twin Arch Bridge.

Underpinning works will be required at Conyngham Road Bridge and the Phoenix Park Tunnel. CIÉ/IÉ commits to liaising with the DCC Conservation Office during the detailed design. As outlined in the EIAR, a Conservation Architect will be appointed for the proposed Project. The extent of any underpinning works will be developed at detailed design and will be agreed with the Conservation Architect. A suitably qualified site supervision team will be employed to monitor all construction works jointly with the Conservation Architect where required. The historic construction methods of the bridges at foundation level will be recorded.

20. Summary of Issue Raised – Concern regarding proposed use of painted black metal railing with IP2X mesh incorporated. Historic bridges subject to these interventions are BH-81 (Conyngham Road Bridge), BH-108 (Old Cabra Road Bridge), BH-110 (Cabra Road Bridge), BH-111 (Faussagh

Road Bridge) and BH-116 (Glasnevin Cemetery Road Bridge). Design of all interventions to bridge parapets should have input from a Conservation Architect.

Response to Issue Raised

It is a Project Requirement that parapets meet the necessary safety requirements in terms of height and measures to include prevent climbing or walking across the top of them. Where existing railings do not meet the requirement for IP2X, these will be replaced by an agreed IP2X infill that prevents the potential for climbing and the ability to walk along the top surface.

Railings that need to be replaced with an agreed IP2X solution as presented in the EIAR are at Conyngham Road Bridge, McKee Barracks Bridge, Blackhorse Avenue Bridge, Old Cabra Road Bridge, Cabra Road Bridge, Faussagh Road Bridge and Glasnevin Cemetery Road Bridge. The use of black painted railing with IP2X mesh was selected from a range of design options during design development with input from the Landscape & Visual Specialist in order to fit with the character of the receiving landscape.

The parapet railings will continue to be developed in consultation with the DCC Conservation Office during detailed design.

21. Summary of Issue Raised – Proposed raising of parapets to the bridge at McKee Barracks has the potential to be an adverse visual insertion within the curtilage of a Protected Structure (McKee Barracks).

Response to Issue Raised

If the Railway Order is granted, CIÉ/IÉ will undertake more detailed design. The design of the bridge will be subject to further development and refinement at detailed design stage and the DCC Conservation Office will be consulted throughout the detailed design and construction phases.

22. Summary of Issue Raised – General comments in relation to final design of the bridge at Memorial Road and Glasnevin Cemetery to be agreed with DCC.

Response to Issue Raised

If the Railway Order is granted, CIÉ/IÉ will undertake more detailed design. The design of these bridges will be subject to further development and refinement at detailed design stage and the DCC Conservation Office will be consulted throughout the detailed design and construction phases.

The DCC Housing Department had the following comments:

23. Summary of Issue Raised – DCC request that the location of the temporary compound as proposed on Works Layout Drawing No. 10 is retained as significant changes to this location will impact the LDA's mandate to deliver affordable housing at this site. Request further consultation carried out between LDA, DCC & CIÉ/IÉ before and during the construction process to ensure location of temp compound is appropriately located and construction of both projects can proceed with minimal impact to each other.

Response to Issue Raised

Noted. The DART+ South West Project Team have engaged closely with the LDA and DCC as part of the design development. This compound is required not just for the construction of the new

substation but also for works along the rail corridor and provides an important function as a material storage and staging point. Further engagement will continue during the detailed design and construction stage to ensure minimal impacts to both projects. CIÉ/IÉ and its contractors will work closely to avoid/ minimise impacts on delivery of DCC and LDA projects. The DART + South West services when operational will be beneficial to future residents at Park West.

24. Summary of Issue Raised – DCC/LDA Request that temporary landscaping outside of temporary construction compound on Site No. 4 is delivered in advance of completion of the railway works.

Response to Issue Raised

Suitable fencing/hoarding and appropriate security will be provided by the DART + South West contractor at this location. Further engagement with LDA will continue during the detailed design and construction stage. In the event that housing is delivered in advance of DART works, CIÉ/IÉ is open to co-operation with LDA and DCC to maintain a high-quality interface with any new residential areas during the DART works.

25. Summary of Issue Raised – Seek further engagement and co-ordination with CIÉ/IÉ and other necessary stakeholders throughout the construction period to ensure the location and routing of temporary access road and cable infrastructure route is co-ordinated and both projects can proceed without conflict. LDA request that the final alignment of the proposed electricity infrastructure routing for the 38KV substation follows the proposed road centreline to minimise impact on and allow space for additional necessary infrastructure to serve the overall development of Site 4.

Response to Issue Raised

The DART+ South West Project Team has engaged closely with the LDA and DCC as part of the design development, including in relation to access roads and cable routing, resulting in practical proposals for access and cabling being agreed at this stage. The delivery of power to the DART + substation will be a matter for ESB Networks. CIÉ/IÉ will continue to collaborate as required on this matter during detailed design and construction.

26. Summary of Issue Raised – The proposed substation will permanently remove some of the existing trees and hedgerows. LDA requests some form of permanent tree and/or landscape planting be proposed either outside or inside the eastern and north-eastern boundary fences of the substation to ensure a landscape buffer is provided to Site 4. LDA has suggested 2 options:

Option 1: Consider moving the proposed boundary palisade fence 2m inside the ESB compound on the eastern side to allow for widening of the bio retention planting strip to 3.5m to accommodate tree planting to mitigate the visual impact of the compound and loss of existing trees in that zone.

Option 2: If no opportunity for planting within compound area, consider at least a 1m wide planting space along the fence line to the inside of the compound to allow for hedge planting (hedge to be planted on the inside of the compound to prevent people from climbing on the hedge and over the fence).

Furthermore, request that high-quality boundary fencing is delivered at the location of the proposed substation given the future proposed adjacencies to housing and commercial development on the

DCC/LDA site. For same reasons, request the eastern, southern and northern facades of this substation are finished to a high standard.

Response to Issue Raised

For technical reasons (including electrical safety, vehicular access, and access for future maintenance and equipment replacement) tree planting within the electricity substation compound is not possible. The safety and technical requirements also dictate the form of fencing proposed. There are no proposals to adjust the dimensions and position of the proposed substation. CIÉ/IÉ will liaise with LDA during detailed design in relation to proposed landscaping measures, and where feasible and technically appropriate, suitable measures will be implemented to minimise visual impacts of the substation.

27. Summary of Issue Raised – Conflict of temporary compound at Site 5 for directional drilling with a proposed block shown in the LAP. DCC and LDA request that the location, extent, access arrangements and duration for this temporary compound are discussed prior to construction.

Response to Issue Raised

The delivery of power to the DART + substation will be a matter for ESB Networks. It is anticipated that the cable works and directional drilling will be of a relatively short duration, and that with ongoing communication between CIÉ/IÉ, LDA and ESB, a practical construction phasing can be developed that will minimise impacts on LDA projects.

28. Summary of Issue Raised – Missed opportunity at Park West Railway station due to lack of improvements relating to upgrades for cycle and car parking, cycle and pedestrian access which should be included in the Project.

Response to Issue Raised

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities at or near existing train station is not part of the DART+ Programme. The NTA's Park & Ride Development Office is currently working with CIÉ/IÉ to identify strategic locations to develop a Park & Ride Scheme that will connect with the rail system. Proposals to develop Park & Ride will be brought forward independently of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme.

The Archaeology Division had the following comments:

29. Summary of Issue Raised – The Archaeology Section notes a preference for the policy for preservation in situ as outlined in the Framework and Principles for the Protection of the Archaeological Heritage (1999).

Response to Issue Raised

As noted in Chapter 20, Section 20.6.1.6 of the EIAR, all mitigation measures will be undertaken in compliance with national policy guidelines and statutory provisions for the protection of the archaeological heritage. The document cited by DCC is the main national policy guidance document for archaeological heritage protection. All methodologies will be agreed in advance with the National Monuments Section of the Department of Housing, Local Government and Heritage (DHLGH).

In the event of archaeological material being uncovered during the construction phase all works in the vicinity of the find will cease and the nature, extent and significance of the site will be established. The DHLGH will then be informed, depending on the significance of the site it may seek preservation in-situ by localised design changes or avoidance if it is possible. If it is not possible for the construction works to avoid the material, full excavation or preservation by record will be recommended. This procedure is in accordance with the national policy guidance document cited by the Archaeology Section.

30. Summary of Issue Raised – Noted that, unlike other strategic infrastructure development agencies such as TII, CIÉ/IÉ does not have a Code of Practice for Archaeology with the Department. The appointment of a Project Archaeologist is strongly recommended to ensure the successful delivery of the EIAR recommendations. Competent project archaeologist to oversee the delivery of the archaeological strategy outlined in the EIAR with responsibility for the management for the archaeological aspects of the contract.

Response to Issue Raised

A Code of Practice between the Department of Arts, Heritage and the Gaeltacht and CIÉ/IÉ is in place. This code of practice (dated February 2012) sets out broad guiding principles and specific agreed actions to be undertaken by both organisations in relation to infrastructure projects.

A Project Archaeologist will be engaged prior to the construction phase of the project to oversee the delivery of the archaeological strategy/mitigation measures outlined in the EIAR (Chapter 20, Section 20.6). The Project Archaeologist will organise and devise the advance archaeological contracts and oversee the implementation of these contracts and the appointment of the contracting archaeologists. They will ensure all work is proceeding according to archaeological licensing or consent requirements and in accordance with best archaeological practice and guidance.

The City Architects Department had the following comments:

31. Summary of Issue Raised – Comments in relation to Heuston West Station design including new access ramps provide a long and convoluted route for those who cannot use stairs. Lifts should also be provided to ensure community connectivity.

Response to Issue Raised

At the public consultations, there was significant negative feedback received in relation to the reliability and availability of lifts for a public thoroughfare. In the subsequent design development of Heuston West, it has been possible to incorporate a bridge with stairs and ramps, to ensure full segregated accessibility for pedestrians, vulnerable users and cyclists. Where ramps are technically feasible, it is the preference of CIÉ/IÉ to provide those over provision of lifts. This ensures that the crossing remains open at all times (24/7) and is not subject to interference by mechanical faults (i.e. lift faults). Therefore, this together with the unmanned status of the proposed development the design submitted as part of the Draft Railway Order application has not included lifts.

32. Summary of Issue Raised –

a. Pedestrian Transfer Route from existing station to new Heuston West Station and concerns that the proposal gives rise to potential conflicts between pedestrians, cyclist and vehicular traffic.

b. Public access to the Heuston West Station from the west should be facilitated as an integral part of the station

Response to Issue Raised

Construction of the new Heuston West station includes fencing, platforms, shelters, pedestrian access/cycleway bridge and a new pedestrian and cycle connection to Islandbridge via the Clancy Quay development.

All the carriageway and footpaths works from the proposed Heuston West Station will include reengineering of the existing alignment and the cul-de-sac to facilitate passenger congregation and safe cycle interfaces with pedestrians, buses and other road users. A public transport connection will also be available via bus between Heuston West and the Main Station is also facilitated by the new layout which enables a bus connection to the Heuston West station. The main access road (signed as speed limited to 15kph) will be shared use, and the detailed design will accordingly provide all necessary directional, information and regulatory signs and line marking for pedestrians and cyclist priority.

See in this regard, drawing DP-04-23-DWG-RO-TTA in the RO Drawings (Structures/Specific Locations/Heuston West) PLAN NO 14 and, in particular, item 14.17.

14.17	Enhancement of existing public transport, pedestrian and cycling access to serve the new Heuston West Station. Works will include: a revised bus / taxi set down area and revised cul-de-sac roundabout; Localised approach road realignment (enabling segregation of cyclists from passengers and buses); the existing pedestrian route between Heuston West and Heuston Station will be upgraded (including localised widening, road crossing upgrades, signage and line marking); raised islands and footpath widening at vulnerable user road crossing points.	Works Layout Plan No. 14
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33. Summary of Issue Raised – Clarification on how access to the unstaffed station will be controlled.

Response to Issue Raised

A new access gate will be provided between the existing boundary wall between the proposed Heuston West station and the Clancy Quay development. This will enable CIÉ/IEÉ to manage access so as to avoid any undesirable activities or disturbance when the DART service is not in use. Please refer to the response to Item 2 above

The Air Quality Monitoring and Noise Control Unit had the following comments:

34. Summary of Issue Raised – A Noise Management Plan for the project should be furnished to DCC for review before any night-time works commence.

Response to Issue Raised

As part of the construction phase, a Noise and Vibration Management and Control Plan will be included as part of the final Construction Environmental Management Plan (CEMP) by the appointed contractor. This commitment has been included in Section 5.1.3 of the CEMP.

As outlined in Section 14.8.1 of the EIAR, full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted for approval by the Planning Authority prior to commencement of work.

The CEMP will also detail channels of communication between the Contractor, Dublin City Council, South Dublin County Council and Kildare County Council/ CIÉ/IÉ and residents including a system for recording and responding to any noise complaints relating to the construction operations.

Ref No. 038 – Dublin City Council – Addendum re suggested Conditions.

CIÉ/IÉ welcomes the submissions from Dublin City Council's various departments. Below is a summary of the proposed conditions raised by the various internal departments and the CIÉ/IÉ response. In the majority of cases, we are satisfied that the proposed conditions are already catered for in the EIAR documentation and Construction Environmental Management Plan (CEMP) commitments in the draft Railway Order, and that no additional conditions are required in the event of a grant of the draft Railway Order.

Environment and Transportation Department

Summary of Recommendations Raised by the Environment and Transport Division

Number	Summary of proposed condition	CIÉ/ IÉ Response
1.1	Liaison with Dublin City Council	CIÉ/IÉ will continue to engage with Dublin City Council through all stages of the project.
1.2	Handover in relation to Public Lands	CIÉ/IÉ will continue to engage with Dublin City Council to ensure appropriate processes are in place in relation to works on public lands and the handover of same to the relevant local authority
1.3	Photographic Records of DCC areas affected by the works.	The CEMP will outline details of proposed condition surveys to be undertaken prior to construction works commencing.
1.4	Drawings of granite footways and kerbs to be submitted.	This will be complied with as part of the Construction Environmental Management Plan.
1.5	Final details of all carriageways, footways and signalling infrastructure to be provided.	Further consultation will take place with DCC prior to construction, to further align with any proposed changes to the carriageway and footway layouts.
1.6	New and altered roads to comply with DN-STR-03001	CIÉ/IÉ confirms that new and altered road layouts will conform with the relevant standards.
1.7	Road Safety Audits for new or altered roads,	Will be addressed prior to construction.
1.8	Road alignments in accordance with DCC standards,	Further consultation will take place with DCC prior to construction to further align with any proposed changes to the carriageway and footway layouts.
1.9	Pedestrian and Cyclist Connectivity.	Further consultation will take place with DCC prior to construction to further align with any proposed changes to the carriageway and footway layouts
1.10	Alterations to kerbside spaces, marking and poles to be agreed.	Further consultation will take place with DCC prior to construction to further align with any proposed changes to the carriageway and footway layouts.
1.11	Signage and Road Markings.	CIÉ/IÉ confirms that signage and road markings will conform with the relevant standards.
1.12	Consultation prior to commencement of works to bridges.	Further consultation will take place with DCC prior to construction commencing.
1.13	Reinstatement Works in accordance with DCC standards.	Further consultation will take place with DCC prior to construction commencing to agree on the extent and type of reinstatement works required.
1.14	The extent and type of reinstatement works to be agreed.	Further consultation will take place with DCC prior to construction commencing to agree on the extent and type of

Number	Summary of proposed condition	CIÉ/ IÉ Response
		reinstatement works required.
1.15	Detailed drawings of any Public Realm works to be provided	Further consultation will take place with DCC prior to construction.
1.16	Works to the existing public realm to be completed in accordance with DCC standards.	CIÉ/IÉ confirms that works will conform with the relevant standards.
1.17	Samples of new kerbs, flags and setts to be agreed with DCC	Further consultation will take place with DCC prior to construction.
1.18	Bridges, agreements required in relation to ownership and maintenance.	Noted, CIÉ/IÉ will continue to engage with DCC in relation to this matter.
1.19	Traffic Management Plan and Traffic Impact Assessment	A traffic impact assessment has been undertaken; details are included in Chapter 6 of the EIAR. Further consultation will take place with DCC prior to construction.
1.20	Road works to be carried out in accordance with DCC's Control and Management of Roadworks Directives.	Further consultation will take place with DCC prior to construction, further details to be incorporated into the CEMP.
1.21	Roadway and footway reinstatement charges for incomplete works.	CIÉ/IÉ will comply with the relevant licencing requirements for undertaking works on public roadways and footpaths.
1.22	All removed antique stone kerbs and setts to be stored appropriately.	Further consultation will take place with DCC prior to construction, further details to be incorporated into the CEMP.
1.23	All removed antique stone kerbs and setts to be reinstated to DCC's specification.	Further consultation will take place with DCC prior to construction, further details to be incorporated into the CEMP.
1.24	Specific areas and infrastructure to be taken in charge to be agreed.	CIÉ/IÉ will continue to engage with Dublin City Council to ensure appropriate processes are in place in relation to works on public lands.
1.25	Ground Anchors to be installed in accordance with DCC's procedures.	Construction approach has been set out in the EIAR. Further consultation will take place with DCC prior to construction.
1.26	Surface Water Management.	The drainage design will be in accordance with best practice and appropriate CIÉ/IÉ and national standards and agreed with DCC.
1.27	Surface Water Management, discharge points.	The drainage design will be in accordance with best practice and appropriate CIÉ/IÉ and national standards and agreed with DCC.
1.28	Surface Water Management, discharge rates.	This has already been addressed in the EIAR. The drainage design will be in accordance with best practice and appropriate CIÉ/IÉ and national standards and agreed with DCC
1.29	Flood Risk Assessment.	A Site-Specific Flood Risk Assessment (SSFRA) was submitted with the Railway Order application.
1.30	Drainage infrastructure to be agreed with DCC.	The drainage design will be in accordance with best practice and appropriate CIÉ/IÉ and national standards and agreed with DCC.
1.31	Impact on existing sewer network.	The design will be in accordance with best practice and appropriate CIÉ/IÉ and national standards and agreed with DCC.
1.32	Public Lighting around stations.	The design of public lighting will be subject to further development. Further consultation will take place with DCC

Number	Summary of proposed condition	CIÉ/ IÉ Response
		prior to construction.
1.33	Public Lighting on bridges.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.34	Temporary lighting, design, operation and maintenance.	Details in terms of the provision of temporary lighting will be included in the CEMP.
1.35	Public Lighting ongoing consultation.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.36	Public Lighting specification.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.37	Temporary lighting during construction.	Details in terms of the provision of temporary lighting will be included in the CEMP.
1.38	Condition assessment of existing lighting infrastructure.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.39	Establish electrical supply circuits to existing lighting infrastructure and impact of the proposed works.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.40	Location of proposed public lighting infrastructure to be agreed with DCC.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.41	Proposed public lighting infrastructure and potential impact on other utilities.	The design of public lighting will be subject to further development. Dublin City Council, and relevant utility providers will be consulted throughout this process.
1.42	Impact of proposed tree planting on public lighting infrastructure.	The design of public lighting will be subject to further development. Further consultation will take place with DCC prior to construction.
1.43	Utilities surveys.	An impact assessment has been completed in relation to the existing utilities and details are included in Chapter 18 of the EIAR. Detailed site surveys will also be undertaken prior to construction works commencing, details will be included in the CEMP.
1.44	Public lighting mounted on ESBN infrastructure; approvals required.	The design of public lighting will be subject to further development at detailed design stage. Further consultation will take place with DCC prior to construction.

Conservation/Heritage Summary

Summary of Recommendations Raised by the Conservation and Heritage Division

Number	Summary of proposed condition	CIÉ/IÉ Response
1.1	Conservation Architect to be Appointed.	A Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets. Engagement with the DCC Conservation Office will continue throughout the periods pre and during construction.
1.2	Engagement with DCC throughout the design and construction	Engagement with the DCC Conservation Office will continue throughout the periods pre and during construction.

Number	Summary of proposed condition	CIÉ/IÉ Response
	stages.	
1.3	Loss of historic fabric to be minimised, interventions to be clear and distinct.	A Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets. Engagement with the DCC Conservation Office will continue throughout the periods pre and during construction.
1.4	Reconstructed and new bridges should be of modern design.	Details of the proposed bridges are outlined in Chapter 4 Project Description of the EIAR, and architectural heritage protection in relation to bridges is addressed in Chapter 21. DCC Conservation and Heritage Offices will be consulted throughout periods pre and during construction.
1.5	Signal Box, Inchicore.	Refer to Response No. 17.
1.6	Bridge Parapets.	Refer to Response No. 20
1.7	Track Lowering on Phoenix Park Tunnel Line.	Refer to Response No. 19.
1.8	Continuous Monitoring.	The proposed monitoring measures are documented in the assessment presented in Table 26.7 for the Tier 3 projects and are included, where appropriate, as part of the Construction Environmental Management Plan (CEMP).
1.9	Works to protected structures to be carried out in accordance with the best conservation practices and guidelines.	A Conservation Architect will be appointed for the proposed Project to oversee and advise on works in proximity to heritage assets. Engagement with the DCC Conservation Office will continue throughout periods pre and during construction.

3.2. Ref 067 – Kildare County Council (KCC)

Submission location – Devoy Park, Naas, County Kildare

Kildare County Council (KCC) submitted a submission welcoming the proposed Project and including comments from various internal departments/divisions which included the Transportation and Public Safety Department, Parks Section, Architectural Conservation Officer, Heritage, Environment and Water Services. CIÉ/IÉ welcomes this submission and the County Council's support for the Project. The issues raised in the submission are addressed below.

1. Summary of Issue Raised – It is the position of KCC that additional parking should be provided as part of the Project or delivered concurrently with the commencement of operations. Recommended that the upgrading of the facilities at the Hazelhatch & Celbridge Station be included which should include improved access for all road users, additional parking bays, electric charging points and cycle parking.

Response to Issue Raised

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities are included in NTA's construction portfolio. However, the provision of Park & Ride facilities at or near Hazelhatch & Celbridge Station is not part of the DART+ Programme. The NTA's Park & Ride Development Office is currently working with CIÉ/IÉ to identify strategic locations to develop a Park & Ride Scheme that will connect with the rail system. Proposals to develop Park & Ride will be brought forward independently of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme. CIÉ/IÉ will continue to work with Kildare County Council for future transport integration and enhancement.

2. Summary of Issue Raised – Increase in customers using the improved service needs to be quantified in an assessment and additional car parking demand should be provided.

Response to Issue Raised

Chapter 6 of the EIAR observed in Section 6.3.2.3 that "During the operational phase, the more significant impact being increased capacity and ridership on rail services and an anticipated reduction in road traffic within the M50 cordon." Transport modelling - the NTA's ERM - was used to determine the baseline and future operational scenarios for the proposed Project and this allowed an assessment of its impact to be undertaken. The results of the Operational Impact Assessment are set out in Section 6.5.7 of Chapter 6. It is acknowledged in Section 6.5.9 that an increase in passenger numbers at each station along the length of the line had been identified and the results were presented in the section. Projected Growth in Passengers at Each Station in AM Peak Periods was set out in Table 6.4.1 and at PM Peak Periods was set out in Table 6.4.2. Operational Impact on Vehicular Traffic was considered in Section 6.5.11 of Chapter 6 and it was concluded that the proposed Project would have a very limited impact on the road network in the operational phase.

Further, as outlined in Section 6.7 of Chapter 6 Traffic and Transportation of the EIAR, ongoing monitoring of the car parking provided at the stations will be undertaken to ensure that demand does

not exceed capacity. This will be done in consultation with the NTA to inform any strategic proposals around development of Park & Ride. Proposals to develop Park and Ride will be brought forward by the NTA, independently of the DART+ Programme, and will take into account future demand and active travel policies and initiatives.

3. Summary of Issue Raised – Notes in Table 21.20 in the EIAR that the OHLE poses a moderate significance of effect on the protected structure, the Stacumny Lime Kiln (RPS Ref. B11-12). Additional tree planting / screening should be included adjacent to the Stacumny Lime Kiln (to lessen the visual impact of the proposed supports for the overhead line equipment on the protected structure.

Response to Issue Raised

Planting mitigation is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23851, Sheet 4 of 17). The proposed planting has had regard for engineering and safety requirements and includes required separation distances from the overhead line equipment (OHLE) on electrified railway lines.

On the granting of a Railway Order, CIÉ/IE will further develop the design. The landscape mitigation will be subject to further development and refinement at detailed design stage. The inclusion of additional tree planting/ screening will be investigated and incorporated into the design if feasible, subject to the required safety and operational requirements. KCC will be consulted throughout the detailed design and construction phases.

4. Summary of Issue Raised – Recommended that an ecological Clerk of Works be engaged prior to the commencement of site clearance, that an invasive species management programme be put in place, and that preconstruction bat and badger surveys are required.

Response to Issue Raised

Measures specifying the protection of biodiversity and the mitigation of impacts to biodiversity are set out in Section 8.6 in Chapter 8 Biodiversity of the EIAR and include the appointment of a Project Ecologist (Ecological Clerk of Works) before the commencement of construction works. Pre-construction ecology surveys will be carried out at least one month in advance, but no greater than six months in advance, of commencing any enabling or advance works. As outlined in Section 8.6.2.1.2 of the EIAR, an Invasive Alien Species Avoidance and Management Plan shall be prepared by an ecologist/invasive species specialist pre-construction.

5. Summary of Issue Raised – A qualified Arborist should be engaged as an Arboricultural consultant for the entire period of construction activity. Requested that the applicant submit an Arboricultural Assessment Report of the trees and hedgerows located on and adjacent to the proposed development site prepared by an independent, qualified Arborist as an Arboricultural Consultant.

Response to Issue Raised

A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR. Mitigation measures are included in Section 15.6.2 and includes “an arboriculture survey, impact assessment and tree constraints plan will be prepared and made available for the proposed Project in advance of construction. This will be fully updated at the end of

the construction phase, with any recommendations for on-going monitoring of retained trees during the operational phase”.

The Arboricultural consultant will be employed by the contractor for the entire period of construction.

6. Summary of Issue Raised – A final drainage and SuDS strategy completed prior to commencement of the proposed development shall comply with the requirements of the KCC Development Plan 2023-2029 and relevant guidance. CIÉ/IÉ should actively engage with OPW to implement the proposed Hazelhatch Flood Relief Scheme (FRS) and amend the proposed flood risk mitigation measures for the development accordingly.

Response to Issue Raised

If An Bord Pleanála decides to grant a Railway Order, CIÉ/IÉ will further develop drainage design in accordance with best practice and appropriate CIÉ/IÉ and national standards and subject to agreement with KCC.

CIÉ/IÉ welcomes the opportunity, and commits to, engaging with the OPW and KCC in relation to the Hazelhatch Flood Relief Scheme.

A Site-Specific Flood Risk Assessment (SSFRA) has been prepared for the Project. This FRA has been prepared by using information, datasets and models provided by the Office of Public Works. The SSFRA recommended that no mitigation measures were included with the Draft Railway Order application.

7. Summary of Issue Raised – Prior to commencement of works on site, submission of various detailed designs to the relevant KCC departments for written agreement, project specific Construction Environment Management Plan (CEMP) and continued liaison with the various departments of KCC.

Response to Issue Raised

The DART+ South West Project Team have engaged closely with KCC as part of the design development and will continue to collaborate with the relevant departments of the Council, if An Bord Pleanála decides to grant a Railway Order, and as necessary.

Submission Ref No. 067 – Kildare County Council – Addendum re suggested Conditions.

CIÉ/IÉ welcomes the submissions from Kildare County Council’s various departments. Below is a summary of the proposed conditions raised by the various internal departments and the CIÉ/IÉ response. In the majority of cases, we are satisfied that the proposed conditions are already catered for in the EIAR documentation and Construction Environmental Management Plan (CEMP) commitments in the draft Railway Order, and that no additional conditions are required in the event that An Bord Pleanála decides to grant the Railway Order. (This section of the document should be read in conjunction with our substantive response (“the KCC Response”) to Kildare County Council’s submission above).

Roads, Transportation and Public Safety Department

Summary of Recommendations Raised by the Roads, Transportation and Public Safety Department

Number	Summary of proposed condition	CIÉ/IÉ Response
1.1	Submit Details of any signalised junctions	No permanent signalised junctions proposed along this section of the DART+ South West Scheme.

Number	Summary of proposed condition	CIÉ/IÉ Response
1.2	Design Information to be provided for railway, road and bridge works, etc. at Pike Bridge	Details of the proposed compound locations, track layout drawings and details of proposed bridge works are included in Section 3, Railway Order Drawings, further details are included in Chapter 5 of the EIAR. Further details of the construction compounds will be included in the CEMP. No bridge proposed at that location as part of the DART+ South West Project.
1.3	Details of the proposed parking, cycle parking and electric charging points to be provided.	Refer to Response 1 and 2 in KCC Response.
1.4	Details of the upgrade works to Hazelhatch and Celbridge Station including additional parking, cycle parking and electric charging points.	Refer to Response 1 and 2 in KCC Response.
1.5	Full time Resident Engineering Team.	Addressed in Appendix 5.1 of the EIAR
1.6	Engagement with local communities, property owners, resident associations including Glendale Estate Leixlip (Substation). Full time Resident Engineering Team, dedicated Liaison Officers	Addressed in Appendix 5.1 of the EIAR. No works proposed at that location as part of the DART+ South West Project.
1.7	Safety, Health and Welfare at Works, compliance with Construction Regulations 2013	Noted, this is a regulatory requirement.
1.8	Works to be completed in accordance with Road Safety Audit recommendations	The design for access roads and site entrances will be completed in accordance with the appropriate design standards.
1.9	Construction Environmental Management Plan (CEMP) to be submitted.	Addressed in Appendix 5.1 of the EIAR.
1.10	Permitted hours of Operation, 08:00hrs to 18:00hrs (Mon – Fri) and 08:00hrs to 14:00hrs on Saturdays.	The proposed working hours are outlined in Section 5.8 of the EIAR. Due to the nature of the proposed works and the requirement to maintain railway operations there will be a requirement to work outside of these hours for specific construction activities.
1.11	Works involving opening of footpaths and roads to be carried out in accordance with the relevant licencing system.	Noted, CIÉ/IÉ will comply KCC licencing requirements, will be addressed in the CEMP.
1.12	Works involving installation of fencing / hoarding on footpaths to be carried out in accordance with the relevant licencing system.	Noted, CIÉ/IÉ will comply KCC licencing requirements, will be addressed in the CEMP.
1.13	Details of Public Lighting Proposals to be submitted.	CIÉ/IÉ will liaise with the relevant KCC Departments during detailed design and the preparation of construction documents.
1.14	Roads and Pavement Design	Confirm that the design for pavements and roads will be completed in accordance with the relevant design standards.
1.15	Site Access Roads.	CIÉ/IÉ will liaise with the relevant KCC Departments during detailed design and the preparation of construction documents.
1.16	Cycle Tracks Design Standards	No cycle tracks are proposed along this section of the scheme.

Number	Summary of proposed condition	CIÉ/IÉ Response
1.17	Spoil, dirt, debris or other materials on the public roads	Addressed in Appendix 5.1 of EIAR.
1.18	Surface Water	Refer to Response No. 6 in KCC Response.
1.19	Ensure no impact on existing land or road drainage.	Addressed in Chapters 10, 11 and 18 of the EIAR.
1.20	Construction phase delivery vehicles, construction plant and impact on roads and parking.	Assessed as part of the EIAR, will be further developed and detailed in the CEMP.

Parks Section

The Parks Section have included a number of recommendations in their submission, and they are addressed in Response No. 5.

Architectural Conservation Officer

The Architectural Conservation Officer have raised a recommendation on the visual impact of the OHLE adjacent to the Lime Kiln at Stacumny. This is addressed in response No.3.

Heritage Officer

The Heritage Officer included a number of recommendations in their submission, and they are addressed below.

Summary of Recommendations Raised by the Heritage Officer

Number	Summary of proposed condition	CIÉ/IÉ Response
1.1	Ecological Clerk of Works.	Refer to Response No. 4.
1.2	Mitigation Measures in Section 8.6.2 of EIAR and Section 7 of NIS complied with in full.	CIÉ/IÉ will implement all EIAR mitigation commitments should the Railway Order be granted.
1.3	Invasive Alien Species Management.	Refer to Response No. 4.
1.4	Wildflower Planting.	CIÉ/IÉ acknowledges the comment that natural regeneration should be first considered instead of planting wildflower mixes and that if wildflowers are to be planted the only wildflowers of local prevalence shall be used or clover rich amenity grass land seed mix.
1.5	Pre-Construction Bat Survey.	Refer to Response No. 4.
1.6	Pre-Construction Badger Survey.	Refer to Response No. 4.
1.7	Hedgerow removal, avoidance of bird nesting season	Refer to Response No. 4.
1.8	Monitoring of Ecological Conditions	Refer to Response No. 4.
1.9	Appointment of a suitably qualified archaeologist.	Addressed in Appendix 5.1 of the EIAR.

Environment Section

The Environment Section have included a number of recommendations in their submission, and they are summarised below.

Number	Summary of proposed condition	CIÉ/IÉ Response
1.1	Resource Waste Management Plan (RWMP).	Addressed in Appendix 5.1 of the EIAR.

Number	Summary of proposed condition	CIÉ/IÉ Response
1.2	Construction Stage Noise Levels.	Details of the noise impact assessment and proposed mitigation measures are included in Chapter 14 of the EIAR. Details of the proposed working hours during the construction stage are outlined in Chapter 5 of the EIAR.
1.3	Substation Noise Levels	Details of the noise impact assessment are included in Chapter 14 of the EIAR.
1.4	Noise and Dust Levels During Construction.	The air quality impact of the of construction dust has been assessed both locally and regionally in Chapter 12 of the EIAR. The mitigation measures proposed in Chapter 12.6.1 are considered appropriate.
1.5	Significant Volumes of waste material.	It is not anticipated that there will be significant volumes of waste along this section of the scheme, further details in terms of the waste management strategy are included in Section 9.2 of Appendix 5.1.
1.6	Submit a Construction Phase Surface Water Management Plan	Addressed in Chapter 10 of the EIAR.
1.7	Mitigation and monitoring measures identified in Chapters 9, 10, 11, 12, 13 and 14 to be implemented.	The mitigation and monitoring commitments will be implemented and incorporated into the Construction Environmental Management Plan (CEMP).

Water Services

The Water Services Section raised a number of issues, which have been addressed in the previous sections and are summarised below.

Number	Summary of proposed condition	CIÉ/IÉ Response
1.1	Uisce Éireann (UÉ) Liaison	CIÉ/IÉ will continue to engage the relevant sections in KCC and UÉ in relation to the proposed design.
1.2	Surface Water Drainage	Addressed in Response No. 6
1.3	Flood Risk Assessment	Addressed in Response No. 6

3.3. Ref 111 – South Dublin County Council (SDCC)

SDCC submitted a submission welcoming the proposed Project and including comments from various internal departments/divisions made which included the SDCC Development Management Team, SDCC Forward Planning and Delivery Team, SDCC City Edge Project Team and Water & Environment Section. The issues raised in the submission are addressed below.

1. Summary of Issue Raised – Transport Integration

Existing and proposed rail stations should include the necessary facilities such as car parking, cycle parking, footpath and cycle lane connections including safe pedestrian road crossings to link to these growth areas, particularly relevant at Adamstown, Kishoge and Clondalkin/Fonthill stations and future Kylemore station.

Response to Issue Raised

Current capacity review studies have concluded that the sizing of the existing stations will be adequate to accommodate forecasted future passenger demand. As such no works are proposed to the existing stations apart from modifications to parapets on structures above tracks (public footbridges, pedestrian decks and maintenance platforms). These will be upgraded to meet the safety requirements of electrified tracks as part of this project.

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities at or near existing train station is not part of the DART+ Programme. The NTA's Park & Ride Development Office is currently working with CIÉ/IÉ to identify strategic locations to develop a Park & Ride Scheme that will connect with the rail system. Proposals to develop Park & Ride will be brought forward independently of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme.

2. Summary of Issue Raised – Request for the retention of the existing access point off Adamstown Avenue (to the disused car park), at least on a temporary basis for the Kishoge Substation compound area and continued further engagement with CIÉ/IÉ to coordinate timelines and agree an acceptable solution.

Response to Issue Raised

CIÉ/IÉ maintain the need to permanently acquire the land specified in the railway order for the final substation delivery works. However, depending on timing and duration of anticipated SDCC works, there may be opportunity to coordinate with SDCC to afford temporary access to facilitate required infrastructure works. It is envisaged dialogue with SDCC will continue on this matter following a decision on this application for a railway order.

3. Summary of Issue Raised – Need for CIÉ/IÉ to liaise with the relevant Adamstown developers and SDCC to ensure that any 3 phase feeds to the substation do not affect pre-existing or proposed SDZ infrastructure.

Response to Issue Raised

During the preparation of the draft Railway Order application, CIÉ/IÉ has had a number of consultation meetings with SDCC. Co-ordination of utility works, access arrangements is in the interests of both parties and communication is ongoing in this respect, including for delivery of SDCC housing projects, CIÉ/IÉ will continue to engage with SDCC and relevant stakeholders, including the Adamstown developers, in relation to the proposed installation of the 38kv electricity supply to each of the substations. It is noted that ESNB networks will be responsible for undertaking this work and for setting-up the connection routes. Initial connection routes have been identified and are outlined Chapter 5 of the EIAR documentation. Any changes to the initial connection routes must be discussed with and agreed by ESNB. CIÉ/IÉ will continue to engage with SDCC, relevant stakeholders and ESNB in relation to the proposed routes.

4. Summary of Issue Raised – Proposal to modify Crowley’s Bridge (OBC20E) will require CIÉ/IÉ to liaise with the relevant third-party developers, private owners and SDCC to ensure that any proposed changes are agreeable to all stakeholders.

Response to Issue Raised

CIÉ/IÉ will continue to liaise with SDCC and relevant developers in relation to the detailed design and construction stages of the DART + project in order to co-ordinate efforts and avoid inefficiencies.

5. Summary of Issue Raised – SDCC would welcome a regular dialogue with all stakeholders to ensure delivery of ambitious housing and infrastructure for the Clonburris SDZ.

Response to Issue Raised

The DART+ South West project and the SDZ projects will be mutually beneficial, enabling new communities to avail of high-quality electrified rail services. CIÉ/IÉ has already engaged constructively with SDCC in relation to the design of the proposed Project, and will continue to engage with SDCC all relevant stakeholders in the SDZ to ensure that both programmes of work can proceed as efficiently as possible.

6. Summary of Issue Raised – Pleased to note draft proposal has future proofed the design of the Kylemore Road Bridge to take the loading of a future LUAS line and also passively provides for a station at Kylemore. Emphasise the critical importance that these elements are retained in the final design. Additionally, request early engagement with the NTA and CIÉ/IÉ to ensure any potential plans for the DART+ Tunnel are appropriately integrated into the City Edge Strategic Framework.

Response to Issue Raised

CIÉ/IÉ can confirm that subject to approval of the draft Railway Order, the design of Kylemore Bridge will take into account the loading required for the future Luas line and also will make provision for the future station at Kylemore. Furthermore, the NTA has recently (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at the Kylemore Road location, this work will be completed outside of the DART+ South West Project. The DART + Tunnel Project remains outside of the scope of DART + South West Project, however the DART + Tunnel project still features in the most recent Greater Dublin Area Transport Strategy (2022-2042) and will be periodically reviewed as to whether it is brought forward based on emerging transport patterns.

7. Summary of Issue Raised – To facilitate the sustainable delivery of the City Edge Project, SDCC request CIÉ/IÉ and the NTA to reconsider inclusion of the station at Kylemore as part of the current preferred Option and to make provision for an interchange with the Luas line to Lucan.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

The improvement of heavy rail services will fully support the City Edge Project, although an integrated rail interchange at Kylemore will not be delivered in the context of this particular application. CIÉ/IÉ will continue to work with the NTA, DCC and SDCC in relation to the City Edge Project delivery.

Summary of Issue Raised

SDCC made 14 no. Observations covering planning, design and construction elements of the proposed project. These are addressed below.

8.1 Observation 1: Transport Integration:

Response to Issue Raised

Refer to response to Issue No. 1

8.2 Observation 2: Important Infrastructure Delivery Dates

Response to Issue Raised

The reopening of Kishoge Station is outside of the scope of the DART+ South West Project, however, CIÉ/IÉ is currently undertaking upgrade works to the station to ensure that the station meets current accessibility and systems requirements. In addition to repair works, it is anticipated that the station will be reopened in Q4 2023.

8.3 Observation 3: Important Utility and Infrastructure Links

Response to Issue Raised

CIÉ/IÉ acknowledges the presence of various elements of underground and overhead infrastructure which interacts with the proposed DART+ SW project, including major gas transmission pipelines. Engagement with relevant stakeholders and asset owners has occurred and will continue as the project progresses.

Similarly, various interfaces with proposed developments adjacent to the railway corridor are acknowledged. Engagement with relevant stakeholders has been a feature of the design development to date and further engagement will continue as the project design progresses.

Requirements in relation to proposed under track crossings (UTX crossings) will be subject to normal CIÉ/IÉ design standards and interfaces with the proposed DART+ SW design will be captured as part of ongoing engagement.

8.4 Observation 4: Pedestrian and Vehicular Bridges

Response to Issue Raised

CIÉ/IÉ is aware that the ongoing development of to serve the SDCC area, in particular for SDZ development, will require further new routes to be developed in the coming years, including new bridge crossings of the rail line. CIÉ/IÉ has procedures in place to review and assess design proposals for such infrastructure, including technical and safety requirements. CIÉ/IÉ and CIÉ/IÉ will continue to constructively engage with SDCC and developers as required to enable the efficient delivery of the necessary infrastructure. The requirements of the CIÉ/IÉ Technical Guidance Document CCE-TMS-310 will need to be adhered to for relevant works.

8.5 Observation 5: Electricity Substation Locations and Overhead or Underground Routes. Maintenance programme of road sweeping of private lanes and public road networks (R120 and R136).

Response to Issue Raised

The substation locations were determined following a detailed site selection process and engagement with the relevant local authorities and stakeholders. The proposed sites have taken into account pre-existing planning proposals and were sited to minimise the impact on residential, community and amenity areas. Chapter 15 of the EIAR sets out the proposals in relation to the proposed landscape and visual impact mitigation measures.

It is noted that ESB Networks will be responsible for undertaking this work and for setting-up the connection routes. Initial connection routes have been identified and are outlined Chapter 5 of the EIAR documentation. Any changes to the initial connection routes must be discussed with and agreed by ESBN. CIÉ/IÉ will continue to engage with SDCC, relevant stakeholders and ESBN in relation to the proposed routes.

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The appointed contractor will have responsibility maintaining the construction sites and ensuring that appropriate cleaning and maintenance regimes are put in place.

8.6 Observation 6: Temporary Site Compound Locations

Response to Issue Raised

Details of the construction compounds are outlined in Chapter 5 of the EIAR, the impact on the local road networks associated with construction traffic has been assessed and details are included in Chapter 6 of the EIAR.

The contractor will develop and implement a Construction Traffic Management Plan (CTMP), and this will be subject to agreement with the respective local authorities prior to construction. The CTMP will include measures for minimising traffic delays, disruption and maintain access to properties. Transport/ parking arrangements for construction staff will also be included.

8.7 Observation 7: Site Working Hours

Response to Issue Raised

Due to the nature of the works and the requirement to maintain safe railway operations, certain construction activities will need to be undertaken outside normal working hours, details of the proposed construction working hours are outlined in Section 5.8.1.1.1 of the EIAR. A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site and proposed working arrangements which will be agreed with relevant local authorities.

CIÉ/IÉ will ensure that effective communications channels between the local authorities, community and the DART+ South West Project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the relevant stakeholders and to address any concerns raised during the construction phase. The CLO will be available at all times during the construction phase if any issues arise for local communities. SDCC will also be able to contact the CIÉ/IÉ project team for DART + South West.

8.8 Observation 8: The Generation of Construction Traffic

Response to Issue Raised

CIÉ/IÉ will continue to engage and coordinate with SDCC in relation to the proposed construction activities and will develop a detailed Traffic Management Plan in consultation with SDCC, prior to works commencing onsite. See also response to Issue 7 above.

8.9 Observation 9: Construction Waste Management

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The Contractor will develop and implement a Construction Waste Management Plan (CWMP) and a Construction Demolition Waste Management Plan (CDWMP). This will ensure that waste arising on-site during the construction and demolition phase of the DART+ South West Project will be managed, that optimum levels of reduction, re-use and recycling are achieved in compliance with the provisions of the Waste Management Acts, 1996-2011 and associated Regulations. The CWMP and CDWMP will be “live” documents which will be reviewed prior to and updated during construction according to site specific conditions on the project and to reflect current construction activities. Mitigation measures in relation to Construction Phase Embodied Carbon are outlined in Section 13.6.1.1 of the EIAR.

8.10 Observation 10: The Protection of Archaeological and Architecturally Significant Sites

Response to Issue Raised

A Project Archaeologist will be engaged prior to the construction phase of the project to oversee the delivery of the archaeological strategy/mitigation measures outlined in the EIAR (Chapter 20, Section 20.6). The Project Archaeologist will organise and devise the advance archaeological contracts and oversee the implementation of these contracts and the appointment of the contracting archaeologists.

They will ensure all work is proceeding according to archaeological licensing or consent requirements and in accordance with best archaeological practice and guidance. As noted in Chapter 20, Section 20.6.1.6 of the EIAR, all mitigation measures will be undertaken in compliance with national policy guidelines and statutory provisions for the protection of the archaeological heritage. All methodologies will be agreed in advance with the National Monuments Section of the Department of Housing, Local Government and Heritage (DHLGH).

8.11 Observation 11: Environmental Impact Assessment Report (EIAR)

Response to Issue Raised

The Environmental Impact Assessment Report (EIAR) submitted as part of the draft Railway Order application for the DART+ South West Project assesses the potential effects of the project on the environment. The EIAR chapters provide an impact assessment on the environmental factors in accordance with EIA Directive 2011/92/EU, as amended (the 'EIA Directive'). In addition, a Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. See also response to Issue 13 below.

8.12 Observation 12: Survey and Site Investigations – Noise Management

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

During the construction phase, a noise and vibration monitoring programme will be implemented by the appointed contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities and will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project and will be agreed with South Dublin County Council and the other relevant local authorities.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

8.13 Observation 13: Track Security and Protections against electrocution.

Response to Issue Raised

Details of the proposed boundary treatments are outlined in Chapter 5 Construction Strategy and also on the Boundary Treatment Drawings included in Book 3 Structures Plans. CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR. Volume 4, Appendix 15 indicates areas of removal of vegetation and mitigation planting. CIÉ/IÉ will continue to engage with SDCC and all relevant stakeholders in relation to the proposed boundary treatments along the route.

8.14 Observation 14: Section 48 and 49 Development Contribution Schemes

Response to Issue Raised

It is noted that the DART+ South West Project is exempt from the requirement for a development contribution as per Section 11 of the SDCC Development Contribution Scheme (2021 - 2025). It is also noted that there will be no requirement for a Special Contribution levy for this development.

4. Response to Public & Prescribed Bodies

4.1. Ref 035 - Department of Housing Planning and Local Government

1. Summary of Issue Raised – Construction Environmental Management Plan (“CEMP”) to identify/highlight location of all archaeological / cultural heritage constraints close to works. CEMP to describe all identified likely archaeological impacts, direct & indirect, all mitigation measures employed to protect the archaeological /cultural heritage environment during all phases of works.

Response to Issue Raised

The location of all likely archaeological / cultural heritage constraints close to works have been identified in Chapter 20 of the Environmental Impact Assessment Report (“the EIAR”). A Construction Environmental Management Plan has been prepared as part of the Railway Order application. The appointed contractor will take ownership of the CEMP once appointed and will have responsibility to deliver on the mitigation measures outlined in the EIAR including those outlined in Chapter 20, Section 20.6, and conditioned as part of the Railway Order approval. The requested information will be included during the further development of the CEMP, following the selection of contractors and before commencement of site works. The CEMP is a live document and will be updated if there are any significant archaeological findings during the monitoring of the construction phase.

An experienced and competent licence-eligible archaeologist will be appointed as Project Archaeologist to oversee the archaeological works and to ensure that all mitigation measures are carried out in accordance with the EIAR and Railway Order and according to the archaeological licensing or consent requirements.

2. Summary of Issue Raised - Planning Authority and Department to receive final archaeological report with results of archaeological monitoring/investigative work/excavation required, after completion of archaeological work and post-excavation specialist analysis. All costs borne by developer.

Response to Issue Raised

The final archaeological report will be submitted to the planning authority and the Department of Housing, Local Government and Heritage (DHLGH) upon completion of the archaeological works in compliance with the Railway Order and the conditions of the archaeological licence. As outlined in the EIAR if archaeological features are identified, CIÉ/IE, either directly or indirectly via the appointed contractor, will make provision (time and funding) for the full recording and, if necessary, excavation and post excavation analysis of the archaeological material in compliance with any measures that the DHLGH and the relevant local authority deem appropriate. (See Chapter 20, Section 20.6.1.6).

3. Summary of Issue Raised – The NIS submitted in support of the application identifies that unmitigated, there is the potential for pollution transported in surface water runoff to enter the River Liffey. Noted from the documentation that it appears that no oil separators or other filtration devices are to be installed on the inflows to the attenuation tanks in Inchicore and Heuston

Station which will outfall to the Liffey as part of the new drainage system. Similarly, no oil separator or other filtration device proposed through the Phoenix Park Tunnel drainage system which is to be modernised. The department considers that on the precautionary principle, oil interceptors or other filtration devices should be installed on the above-mentioned drainage systems out-falling to the Liffey so as to avoid any increased contamination of runoff with hydrocarbons during the operational phase of DART+ South West.

Response to Issue Raised

CIÉ/IE commits to the inclusion of oil separation on these attenuation tanks. This will be further developed during the detailed design.

4. Summary of Issue Raised – Not clear from the EIAR whether any bat roost survey was carried out on the mature trees present at Heuston Station on the banks of the Liffey which are to be removed. If such a survey has not been undertaken, it should be carried out as soon as possible. Considerations regarding landscaping of this area highlighted.

Response to Issue Raised

As stated in the preliminary ground level roost assessment methodology described in Section 1.1.2.1 of Volume 4, Appendix 8.1 of the EIAR, all relevant vegetation and structures proposed to be removed or within the Zone of Influence of the Project were assessed for bat roosting suitability. This includes the trees at Heuston Station on the banks of the Liffey. These trees were recorded as negligible suitability for roosting bats. As shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP- DP-04-23-DWG-RO-TTA-23851, Sheet 14 of 17) these trees are to be retained for the Project construction and operation phases.

5. Summary of Issue Raised – Provided information relating to an identified otter holt in the vicinity of where works on the Phoenix Park Tunnel Branch Line (PPTBL) as it runs under the Royal Canal Twin Arch Bridge (in connection with the DCC Royal Canal Greenway Project). Works on DART+ South West project in this area will have to take account of this holt and co-ordination with other transport infrastructure projects planned for this area including Royal Canal Greenway and DART+ West.

Response to Issue Raised

The zone of influence in relation to otters, as outlined in Section 8.3.1.1. (Table 8.1) in Chapter 8 Biodiversity of the EIAR, was determined to be up to 150m along suitable watercourses. The Royal Canal was considered a suitable water course at its intersection with the proposed Project. The Royal Canal was assessed for evidence of holts and field signs (e.g. spraint, slides, trails, prints, and couch), as outlined in Table 8.2. No evidence of otter holts or field signs was recorded from this section of the Royal Canal, within the zone of influence of the proposed Project. The desk study assessment did not record any previously known otter holts within the zone of influence of the proposed Project.

Mitigation, as outlined in Section 8.6.3.1.2 requires a pre-construction ecology survey be carried out at least one month in advance, but no greater than six months in advance, of commencing any enabling or advance works. This pre-construction survey for protected and invasive alien species shall be undertaken (within a suitable season) within the proposed Project area. This survey will

reassess the Royal Canal area and any additional desk study information regarding the location of an otter holt recorded in connection with the DCC Royal Canal Greenway Project. Any additional mitigation requirements resultant from this can be implemented through the Construction Environmental Management Plan (CEMP).

6. Summary of Issue Raised – Historical record in the 1980s of three orchid species (common spotted, fragrant and pyramidal orchid and other relatively rare calcicole plant species) were recorded on the railway embankments near the Royal Canal west of Cross Guns Bridge during survey work for “The Flora of Inner Dublin” Peter Wyse Jackson and Micheline Sheehy Skeffington (1984). Yellow-wort was also recorded during this survey work on a “railway embankment near Attracta Road”. Not clear from the records in the above publication if these species were actually growing on the embankments of one of the other rail lines in this area. Desirable to clarify the occurrence of these species on the Phoenix Park Tunnel Branch Line and if present, provision made for their retention in its landscaping.

Response to Issue Raised

These specific railway embankments (near the Royal Canal west of Cross Guns Bridge) may be outside the zone of influence of the proposed Project. Although neutral and calcareous grassland was identified within the embankments along the proposed Project route (see Section 1.2.2.1 in Volume 4, Appendix 8.1 (Biodiversity) of the EIAR, no calcareous grassland was identified in the area described above. These four species were not recorded in the habitat and botanical assessment of the Phoenix Park Tunnel Branch Line. However, common spotted orchid (*Dactylorhiza fuchsia*) was recorded in recolonising bare ground in Heuston Station.

7. Summary of Issue Raised – The All-Ireland Pollinator Plan advises against planting wildflower seed outside a garden setting. The Department agrees and advises that wildflower seed mixes should not be carried out in the case of this development.

CIÉ/IÉ acknowledges the Department’s comments that wildflower seed mixes should not be carried out for the DART+ South West Project. CIÉ/IÉ is therefore willing to accept a condition that an alternative to the use of native Irish seed mixes (as outlined in Section 8.6.2.1.2 of Chapter 8 Biodiversity in the EIAR), be applied at these locations.

4.2. Ref 047 – Geological Survey of Ireland (GSI)

1. Summary of Issue Raised - The Geological Survey of Ireland noted that they are pleased to see use of Geoheritage, Quaternary Subsoils, Bedrock, Tellus, Landslides, Groundwater Aquifer, Vulnerability, Flooding, Recharge, Wells and Springs maps and datasets within the EIAR.

GSI included a copy of the previous consultations with CIÉ/IE to An Bord Pleanála dating from April 2021 which relate to Non-Statutory Consultation on the EIA Scoping Report.

Response to Submission

The input from GSI is appreciated and the project team will continue to use the resources recommended. There are no expected areas of significant excavation into bedrock. CIÉ/IE is amenable to providing geotechnical records for the benefit of the GSI's national database, upon completion of the project.

4.3. Ref 086 – Land Development Agency (LDA)

The LDA and DCC are currently progressing plans for significant residential development on Local Authority owned lands located at Park West Avenue, Dublin 10, known as Sites 4 and 5 in the Park West-Cherry Orchard Local Area Plan 2019.

1. Summary of Issue Raised – LDA request that the location of the temporary compound as proposed on Works Layout Drawing No. 10 is retained as significant changes to this location will impact the LCA's mandate to deliver affordable housing at this site. Request further consultation carried out between LDA, DCC & CIÉ/IE before and during the construction process to ensure location of temp compound is appropriately located and construction of both projects can proceed with minimal impact to each other.

Response to Issue Raised

Noted. The DART+ South West Project Team have engaged closely with the LDA and DCC as part of the design development. This compound is required not just for the construction of the new substation but also for works along the rail corridor and provides an important function as a material storage and staging point. Further engagement will continue during the detailed design and construction stage to ensure minimal impacts to both projects. CIÉ/IE and its contractors will work closely to avoid/ minimise impacts on delivery of DCC and LDA projects. The DART + South West services when operational will be beneficial to future residents at Park West.

2. Summary of Issue Raised – Likely that housing proposed as part of Phase 1 of Site 4 will be delivered in advance of the railway works. DCC/LDA request that temporary landscaping outside of temporary construction compound hoarding is delivered in advance of completion of the railway works. Request a high-quality 3m high hoarding with 2m strip of planting of fast-growing poplar and willow trees (10-12cmg) be planted for duration of construction period and at end of construction are removed and mulched on-site.

Response to Issue Raised

Suitable fencing/hoarding and appropriate security will be provided by the DART + South West contractor at this location. Further engagement with LDA will continue during the detailed design and construction stage. In the event that housing is delivered in advance of DART works, CIÉ/IE is open to co-operation with LDA and DCC to maintain a high-quality interface with any new residential areas during the DART works.

3. Summary of Issue Raised – Seek further engagement and co-ordination with CIÉ/IE and other necessary stakeholders throughout the construction period to ensure the location and routing of temporary access road and cable infrastructure route is co-ordinated and both projects can proceed without conflict. LDA request that the final alignment of the proposed electricity infrastructure routing for the 38KV substation follows the proposed road centreline to minimise impact on and allow space for additional necessary infrastructure to serve the overall development of Site 4.

Response to Issue Raised

The DART+ South West Project Team have engaged closely with the LDA and DCC as part of the design development, including in relation to access roads and cable routing, resulting in practical proposals for access and cabling being agreed at this stage. The delivery of power to the DART + South West substation will be a matter for ESB Networks. CIÉ/IÉ will continue to collaborate as required on this matter during detailed design and construction.

4. Summary of Issue Raised – The proposed substation will permanently remove some of the existing trees and hedgerows. LDA requests some form of permanent tree and/or landscape planting be proposed either outside or inside the eastern and north eastern boundary fences of the substation to ensure a landscape buffer is provided to Site 4. LDA has suggested 2 options:

Option 1: Consider moving the proposed boundary palisade fence 2m inside the ESB compound on the eastern side to allow for widening of the bio retention planting strip to 3.5m to accommodate tree planting to mitigate the visual impact of the compound and loss of existing trees in that zone.

Option 2: If no opportunity for planting within compound area, consider at least a 1m wide planting space along the fence line to the inside of the compound to allow for hedge planting (hedge to be planted on the inside of the compound to prevent people from climbing on the hedge and over the fence).

Request that high-quality boundary fencing is delivered at the location of the proposed substation given the future proposed adjacencies to housing and commercial development on the DCC/LDA site. For same reasons, request the eastern, southern and northern facades of this substation are finished to a high standard.

Response to Issue Raised

For technical reasons (including electrical safety, vehicular access, and access for future maintenance and equipment replacement) tree planting within the electricity substation compound is not possible. The safety and technical requirements also dictate the form of fencing proposed. There are no proposals to adjust the dimensions and position of the proposed substation. CIÉ/IÉ will liaise with LDA during detailed design in relation to proposed landscaping measures, and where feasible and technically appropriate, suitable measures will be implemented to minimise visual impacts of the substation.

5. Summary of Issue Raised – Conflict of temporary compound at Site 5 for directional drilling with a proposed block shown in the LAP. DCC and LDA request that the location, extent, access arrangements and duration for this temporary compound are discussed prior to construction.

Response to Issue Raised

The delivery of power to the DART + substation will be a matter for ESB Networks. CIÉ/IÉ will continue to collaborate as required on this matter during detailed design and construction. It is anticipated that the cable works and directional drilling will be of a relatively short duration, and that with ongoing communication between CIÉ/IÉ, LDA and ESB, a practical construction phasing can be developed that will minimise impacts on LDA projects.

6. Summary of Issue Raised – Missed opportunity at Park West Railway station due to lack of improvements relating to upgrades for cycle and car parking, cycle and pedestrian access which should be included in the Project.

Response to Issue Raised

The provision of strategic Park & Ride facilities, car parking and pedestrian and cycle facilities at or near existing train station is not part of the DART+ Programme. The NTA's Park & Ride Development Office is currently working with CIÉ/IÉ to identify strategic locations to develop a Park & Ride Scheme that will connect with the rail system. Proposals to develop Park & Ride will be brought forward independently of the DART+ Programme. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project. The facilities are consistently under review and are the remit of CIÉ/IÉ Station Enhancement Programme.

4.4. Ref 116 – Transport Infrastructure Ireland (TII)

The submission identifies the interactions with the national road and light rail networks and sets out potential impacts arising and their appropriate treatment.

1. Summary of Issue Raised – In relation to the National Road Network, TII raised interactions with the M50, specifically for the M50 Ronanstown Bridge (OBC10A). Consultation with TII and with the PPP contractor is required prior to works proposed. They state that details of the proposed parapets and underside fixings to the M50 Ronanstown Bridge (OBC10A) require to be assessed by TII and comply with TII Publications standards. [Item 2.1.1, page 7]

Response to Issue Raised

The DART+ South West Project Team has engaged closely with the TII as part of the design development. Further engagement will continue during the detailed design and construction stage to ensure minimal impact to TII's operations. As discussed during the technical engagement process, the fixing details for the OHLE to the underside of the bridge will be agreed with TII during the detailed design stage and will be designed in accordance with the relevant TII standards. OHLE fixings to bridges are widely used throughout the rail industry overseas and in Ireland, including the Luas green line. The installation methodology will be agreed with TII and the M3 PPP contractor, prior to the installation of the OHLE fixings. The installation works will be completed from the rail corridor, as such, will have no impact on the traffic operations on the M50.

In relation to the proposed parapet upgrades to the M50 Ronanstown Bridge (OBC10A), as outlined in section 5.3.1 of the EIAR documentation, continued consultation with TII will take place in connection with the proposed works to ensure that all necessary approvals will be in accordance with TII requirements. It is proposed to raise the parapets of the M50 Ronanstown Bridge (OBC10A) with a proprietary GRP (glass reinforced plastic) parapet extension. The installation methodology will be agreed with TII and the M3 PPP contractor, prior to the installation works commencing. The main contractor will be required to develop and agree detailed traffic management plans to facilitate the proposed installation works.

2. Summary of Issue Raised – In relation to the National Road Network, TII raised interactions between the M50 and the Proposed Park West Substation and Temporary Construction Compounds that form part of the RO application. They feel that further consultation with TII is

required in relation to the proposed boundary and fence line treatment, lighting and drainage (construction, management and maintenance). [Item 2.1.2, page 7]

Response to Issue Raised

The Park West substation is located to the north of the railway and east of the M50 motorway. This is a brownfield site in the ownership of Dublin City Council. Direct road access is via Park West Avenue to the east. The site is located at the base of a steep embankment below the M50, the layout of the substation will not impact on the existing M50 boundary treatment. The layout for the substation and the temporary construction compound are outlined on Works Layout Plan No. 10, in addition to the Park West Substation Location Plan and Layout Plan (Book 3 Structures Plans) further details are provided in Section 5.3.5.4 of the EIAR. Details of the boundary treatment are outlined on the Boundary Treatment Drawings Sheet 10 of 17. The proposed landscape mitigation measures are outlined on the Landscape Mitigation Drawings Sheet 10 of 17. In terms of impact to the M50 drainage regime, refer to Chapter 18 Material Assets Utilities, no conflicts have been identified and no diversions are required in this area.

As noted, the location of the compound is on a site in the ownership of Dublin City Council, the area around the substation is identified within the Dublin City Development Plan as a Strategic Development Regeneration Area. The location and orientation of the substation and temporary construction compound has been determined following engagement with DCC and the Land Development Agency. As the site is planned for housing development, it is expected that this work by LDA/ DCC will commence in advance of the DART+ South West Project works.

As outlined in Chapter 5, access to the site will be from Park West Avenue.

3. Summary of Issue Raised – In relation to the National Road Network, TII underline that the M50 strategic function needs to be safeguarded. They suggest that the DART + South West Construction Strategy and proposed CEMP need to be updated. They want to ensure compliance with TII Publications (Standards) and (Technical), for designs, works and any necessary approvals/ permits associated with implementation of the DART project. [Item 2.2, page 8]

Response to Issue Raised

As outlined in the EIAR Volume 2 Chapter 5 Section 5.7 and in the Volume 4 Appendix 5.1; the CEMP itself is acknowledged as working document. Any necessary conditions, modifications, restrictions or requirements emanating from this draft Railway Order and any further detailed design compliance requirements from continued stakeholder engagement will be included. This will include TII Standards (procedural and Technical) to be followed for any works that would interact with any TII owned and/or operated infrastructure.

4. Summary of Issue Raised – In relation to the National Road Network, TII recommend that CIÉ/IEÉ prepare revised documentation (including Construction Strategy and CEMP of the EIAR) to address TII concerns for both construction and operational phases. This should refer to updated TII Publications (and not Design Manual for Roads and Bridges). [Item 2.3, page 9]

Response to Issue Raised

See response to Issue 3 above. CIÉ/IÉ will incorporate relevant TII requirements into the CEMP as the project advances to detailed design and construction.

5. Summary of Issue Raised – In relation to the National Road Network, TII recommend that ABP attach three stated Conditions in the event of resolution of other TII concerns and ABP approving the Railway Order. They state that should CIÉ/IÉ develop new or additional mitigation measures, there will be an opportunity to reach agreement with TII and the M50 PPP Contractor on mitigation measures for national road network. [Item 2.4, page 9]

Response to Issue Raised

A technical note was provided to TII relating to the electrification and parapet works to the M50 Ronanstown Bridge (OBC10A), as part of the engagement held in 2022. The project is not at a detailed design phase yet; this will follow approval of the Railway Order process. Detailed design will have to take account of final RO determinations and further TII agreement for works designs and construction methodologies where project elements specifically interface with this TII infrastructure.

CIÉ/IÉ is committed to ongoing technical stakeholder engagement with TII to refine any relevant technical matters to the satisfaction of both parties and welcomes the opportunity to reach agreement with TII on such matters.

6. Summary of Issue Raised – In relation to the Light Rail Network (Luas), TII draws attention to the Luas Red Line and in particular the Heuston Tram stop. TII states that dedicated mitigation measures for Luas and associated traffic management are required. A specific construction methodology approach should be co-ordinated with TII and Luas operator. [Item 3.1, page 11]

Response to Issue Raised

No construction is taking place to physically impact the Luas Red line infrastructure at this location; nor are the construction vehicles entering and exiting the Heuston Station Complex expected to affect Luas operations negatively. Various HGV fixed and articulated vehicles currently enter the existing station access road given that it is a fully operational rail yard.

7. Summary of Issue Raised – In relation to the Light Rail Network (Luas), TII draws attention to the Luas Green Line, and in particular the crossing of the railway line under and adjacent to Luas line at structure OBO8 (over which Luas runs). TII states that the impact of excavation, drainage and track lowering works needs further consideration [Item 3.2.1, page 12]. TII also states that potential electromagnetic interference (EMI) between DART and Luas systems requires further consideration, and recommends that appropriate monitoring/ mitigation be included. [Item 3.2.2, page 13]

Response to Issue Raised

The works to the twin arch bridge itself are relatively minor including the installation of OHLE fixings to the bridge soffit and also localised track lowering to ensure the required overhead clearance is achieved. The works will be completed from the rail corridor and will not impact on Luas operations. CIÉ/IÉ has completed geotechnical investigations works in the area and the proposed works will not

adversely impact the bridge structure. CIÉ/IÉ will continue to engage with TII and provide additional information as required.

Electrical modelling has been carried out as part of the EIAR to establish that the risk of EMF as a result of the DART+ South West electrification system, is sufficiently low and that emissions are well within the limits prescribed by international legislation. Details of the assessment are included in Chapter 22 of the EIAR Electromagnetic Compatibility and Stray Current.

The DART+ South West overhead traction power system will be 1,500V DC, rather than an AC overhead system, the risk of induction from the DART is inherently mitigated. Risks are further reduced as the only credible form of induction onto neighbouring systems is as a result of harmonics from the DC system under normal operation. This generates a significantly lower magnitude and therefore lower overall risk than would be associated with induction from an AC traction power system. In addition, the perpendicular orientation of Luas Green line across OBO8 in relation to the DART+ South West route, the risk of induction is further mitigated due to the lack of parallelism between systems.

The DART+ South West team will continue to develop its EMC assurance during the course of the detailed design stage and will continue to engage with TII to ensure that the appropriate monitoring and mitigation measures, if required are implemented. The DART+ South West team will provide technical assurance in accordance with best practice, legislation and standards, as well as in compliance with all relevant TII technical requirements.

8. Summary of Issue Raised – In relation to the Light Rail Network (LUAS) - TII recommends that ABP attach six stated Conditions in the event of resolution of other TII concerns and ABP approving the Railway Order. They state that should CIÉ/IÉ develop new or additional mitigation measures, there will be an opportunity to reach agreement with TII and on mitigation measures for light rail network. [Item 3.3, page 14]

Response to Issue Raised

Having reviewed the proposed conditions CIÉ/IÉ considers:

Condition 1:

The proposed condition relates to Luas OCS pole protection. The proposed project will not affect Luas OCS poles and the condition is therefore unnecessary.

Condition 2:

CIÉ/IÉ confirm that an updated CEMP, taking into account TII requirements, will be developed as the project advances to detailed design and construction.

Condition 3:

The proposed condition relates to works to Luas infrastructure. No such works are proposed, and the condition is therefore unnecessary.

Condition 4:

CIÉ/IÉ confirm that a Construction Traffic Management Plan will be updated, taking into account TII requirements as the project advances to detailed design and construction.



Condition 5:

The proposed condition relates to access to Luas infrastructure. Access to Luas infrastructure will not be affected and the condition is therefore unnecessary.

Condition 6:

The proposed condition relates to works to Luas infrastructure. No such works are proposed, and the condition is therefore unnecessary.

5. RESPONSE TO LANDOWNERS ON THE PROPOSED SCHEME

5.1. Zone A

There were no submissions received from landowners in Zone A.

5.2. Zone B

5.2.1. Ref 001 – Adam Harrington

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Confusion and uncertainty over the exact implications of CPO for substratum land rights. What are the implications for the freehold folio and resale? CIÉ/IÉ verbally assured that there would be no CPO of land rights, which seems contradictory.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side, and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If a railway order is granted, the acquisition of land under the order would only apply to the substratum of land being acquired.

CIÉ/IÉ cannot provide legal advice on the implications of the acquisition the substratum. It is, however, considered that if the railway order is granted and the substratum is acquired by CIÉ/IÉ, that any future purchaser of the property should be notified of the granting of the railway order and the acquisition of the substratum.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e.

the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – Concerns over increase in operational railway noise and mitigation measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1 2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

3. Summary of Issue Raised – Concerns over construction noise and night-time works including duration of work, proposed lighting for works.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

Construction phase light pollution

As outlined in Chapter 5 of the EIAR, site lighting will typically be provided by tower mounted temporary portable construction floodlights. The floodlights will be cowled and angled downwards to minimise light spillage outside of works areas and to surrounding properties. Lighting will be provided with the minimum luminosity sufficient for safety and security purposes and will be shut off at night when not in use or when works cease at the end of the day in order to minimise the effects of light pollution and disturbance to local communities and nocturnal species.

4. Summary of Issue Raised – Selection criteria for baseline noise locations.

Response to Issue Raised

As outlined in Section 14.4 in Chapter 14 of the EIAR, eighteen noise monitoring locations were identified for obtaining representative ambient and background noise levels near the proposed development. This was to provide quantification and an understanding of the acoustic environment

adjacent to and in proximity to the proposed Project. The purpose of the noise monitoring surveys was to:

- Determine the background and ambient noise levels at representative Noise Sensitive Receptors (NSRs) along the route of the proposed Project;
- Evaluate the noise climate in the Noise and Vibration Study Area;
- Define the applicable construction noise threshold in accordance with British Standard BS5228-1, Code of Practice of Noise Control on Construction and Open Sites; and
- Determine the significance rating when baseline noise levels are higher than operational rail noise.

Unattended baseline noise measurements using a noise monitoring terminal installation were carried out at representative locations along the length of the project over a period of 24 hours at each location. This allowed a measurement of the 16-hour (day) and the 8-hour (night) to be determined at each location. The noise measurement characterised the existing noise levels in the immediate area.

5. Summary of Issue Raised – Lack of stations included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

6. Summary of Issue Raised – Boundary Treatment issues and height of proposed retaining wall.

Response to Issue Raised

There is no retaining wall proposed at this location, an acoustic barrier is proposed to the rear of the property, the noise barrier will be approximately 2.5m high, similar to the existing boundary wall.

7. Summary of Issue Raised – Control Measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5.2.2. Ref 003 – Airscape Ltd

Representative – BMA Planning, Planning and Development Consultants

Submission Location – Park West Business Park

1. Summary of Issue Raised – Temporary land acquisitions 18830.T.9 (F) and 18830.T.9 (J) potential clash with proposed development of a permitted Strategic Housing Development which is due to commence within a similar timeframe.

Response to Issue Raised

Due to the nature of the proposed works and the installation of the new overhead electrification system for the DART+ South West Project, it is necessary to relocate the existing overhead power lines. The compound located to east of Park West Avenue (Temporary property acquisition 18830.T.9 (F)) is required as a launch pit to facilitate directional drilling to divert of the existing services under the rail corridor.

Temporary land acquisition of an existing gravel road 18830.T.9 (J) is also required to provide access to the above-mentioned compound. CIÉ/IÉ will continue to engage with relevant stakeholders during the detailed design and construction stages to ensure the works are coordinated with any proposed commercial development in the area.

Where properties are subject to temporary acquisition as outlined in Section 17.7.1.1 of the EIAR, following the completion of relevant construction works, lands temporarily acquired will be reinstated and returned to the owner.

2. Summary of Issue Raised – Roads at Park West Avenue, Park West Road & Friel Avenue – Proposed Haul Routes, Impact on local businesses, client has advised that taking over local roads is not feasible as legal covenants in place.

Response to Issue Raised

Temporary Acquisition T18830.T9 (O), (P), (Q), (R), (S), (T) and (U) of the local roads is required to facilitate access to the various worksites along the rail corridor in this area, works in this area include widening of the rail corridor, track lowering, construction of retaining walls and reconstruction of Le Fanu Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

3. Summary of Issue Raised – Lands West of Friel Avenue – Proposed Satellite Compound, businesses use the green spaces as temporary storage overflow on occasion.

Response to Issue Raised

A temporary construction compound is required at this location, primarily for piling, excavation and track access works required to carry out the works between Cherry Orchard Footbridge (OBC8B) and Le Fanu Road Bridge (OBC7) at Park West Industrial Estate.

4. Summary of Issue Raised – Lands North and East of Friel Avenue – Proposed Main Project Construction Compound, lands used as temporary storage area and overflow parking.

Response to Issue Raised

Temporary acquisition of land at this location is required to establish a temporary construction compound which will include site offices, welfare facilities, storage facilities, workshops, and storage of construction plant and equipment required to carry out the works. A new temporary access will be made off Friel Avenue.

5. Lands West of Le Fanu Bridge – Substratum Anchors, impact on parking.

Response to Issue Raised

The soil anchors will be installed into the embankment from the rail corridor, they will be a substantial distance below ground level and will get deeper as they advance under the property, they will not be visible above ground and will not impact on vehicle parking.

6. Summary of Issue Raised – Le Fanu Bridge and Road Works, impact and timing.

Response to Issue Raised.

Both Kylemore Road Bridge and Le Fanu Road Bridge will be upgraded as part of the DART+ South West Project. As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. A temporary pedestrian bridge will be provided at Le Fanu for the duration of the road bridge closure.

It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

7. Summary of Issue Raised – CIÉ/IÉ and ESB should co-ordinate to implement undergrounding of 38kV powerlines.

Response to Issue Raised

CIÉ/IE will continue to engage with relevant stakeholders, and to liaise with ESB, in relation to the proposed undergrounding of 38kV overhead power lines which crosses track at approx. 14+200. It is, however, noted that ESB networks will be responsible for undertaking this work, as outlined in Chapter 5 of the EIAR documentation.

5.2.3. Ref 004 – Aisling Redmond Healy

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – Concerns over construction and operational railway noise and mitigation measures.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Questions regarding the potential for CPOs, the removal of green space, and compensation.

Response to Issue Raised

The temporary land take required is 0.035 ha and relates to 18832.T.302(B). The temporary acquisition will only be required during the construction stage of the project to facilitate a temporary construction compound associated with the construction of the Khyber Pass Footbridge; this compound is also required to provide track access to facilitate works along the rail corridor. This land will be re-instated upon completion of the construction works and returned to the owner.

The permanent acquisition (18832.P.302(A)) applies to a small strip (0.006 ha) of land adjacent to the existing Khyber Pass Bridge access path, outside the main boundary wall of the Seven Oaks Complex. The existing narrow path will be widened to provide appropriate access to the Khyber Pass Footbridge to enable the necessary future maintenance and inspection activities. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

3. Summary of Issue Raised – Control Measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that good effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

4. Summary of Issue Raised – Lack of stations included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.4. Ref 005 – Alan & Shane O’Callaghan

Submission Location – Landen Road, Ballyfermot

Summary of Issue Raised – Concerns over daytime and night-time construction noise and the removal of trees between homes and the railway worsens this situation.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during

daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Foliage Barrier / Operational noise

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. In summary, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

2. Summary of Issue Raised – Concerns over particulate matter affecting air quality

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during

road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan, and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

3. Summary of Issue Raised – The loss of use of back garden during construction and potential damage to garden and shed

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property or garden would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property or garden shed are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

4. Summary of Issue Raised – Rats and vermin infestation

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/ÍÉ will ensure that good effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Concerns over potential property damage and house insurance impact from vibrations caused by trains

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the appointed contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

CIÉ/IE cannot comment on the policies of individual insurance companies. If the Railway Order is granted, property owners may wish to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property.

6. Summary of Issue Raised – Concerns over potential damage to foundations by soil anchors

Response to Issue Raised

As noted earlier, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction.

No adverse structural impacts to the property are anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

7. Summary of Issue Raised – Concerns over the health risks of overhead lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

5.2.5. Ref 006 – Alicia Doyle

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Ongoing noise issues due to track maintenance work. Concerned regarding noise for the duration of construction works and noise pollution on a permanent basis from the operational phase. What can be done to offset the problem?

Response to Issue Raised

Construction

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the

construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate. When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/ÍÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If planning consent is granted by An Bord Pleanála, CIÉ/ÍÉ and will undertake more detailed design work and the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operation

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

Maintenance Activities

With regard to maintenance activities, this is discussed in Section 14.6.2.5 of the EIAR. To maintain the operational train service, maintenance activities are carried out at night when passenger trains are not running. Some of the activities have the potential to generate noise with a risk of noise disturbance during the activity. There is a risk of brief and short term negative significant noise impacts at sensitive locations near the railway line during essential maintenance works. Section 14.7.3 outlines recommended mitigation measures to be implemented during maintenance works and includes measures such as notifying affected residents in advance of any planned works.

5.2.6. Ref 010 – Anne Mc Elroy & Anthony Costello

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Not given adequate time to read and understand all the documentation relating to the project.

Response to Issue Raised

The timeframe relating to the An Bord Pleanála Statutory Consultation is governed by the Transport (Railway Infrastructure) Act 2001 (as amended), which sets a requirement for at least 6 weeks. The An Bord Pleanála Statutory Consultation was from March 29th until May 16th, 2023 (7 weeks). Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

2. Summary of Issue Raised – Concerns regarding construction noise and disturbance, operational noise due to increased frequency of trains and closer to the boundary, removal of trees as a noise buffer.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. However, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

3. Summary of Issue Raised – Security concerns regarding the rear of the house during construction and operation.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The contractor will take ownership of the CEMP once appointed and will be responsible for providing appropriate security provisions during the construction works including site security measures and prevention of access to neighbouring properties.

4. Summary of Issue Raised – The visual impact of the tree removal and privacy.

Response to Issue Raised

CIÉ/IE acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line between Cherry Orchard and Khyber Pass Footbridge is referenced in Table 15.23 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

The effects on visual amenity of residents of groups of dwellings during year 1 of operation, referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

Mitigation during operation is reported in Section 15.6.3 of EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. In some locations, it is possible to retain existing vegetation, or to introduce replacement planting. At this particular location, the mitigation drawings indicate vegetation losses as required to facilitate the project and there is no scope for replacement planting.

5. Summary of Issue Raised – Not consulted on security cameras which will have full view of the rear of the property.

Response to Issue Raised

CIÉ/IE respects the privacy of our neighbours and is committed to protecting it. The security camera referred to is located at Inchicore Works. Inchicore Works/ Depot provides several facilities for the maintenance of trains (InterCity trains) and the track infrastructure and offices for CIÉ/IE. In accordance with General Data Protection Regulation (GDPR) the security camera is focused on the Inchicore Works depot facility and covers the “running shed” area of the Inchicore Works.

6. Summary of Issue Raised – Concerned about disturbance of animals (birds, rats, mice, cats, foxes, badgers) that may migrate closer to the property.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Concerned about impacts to property and its value, including disturbance to structural integrity of the property, future development potential, future resale and reduced value. Additional concerns about the impact on the overall quality of life for months/years to come due to disturbance. Concerned about damage/disturbance of a shed at the rear of the property.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition, under various headings. More information on CPOs and compensation is available on the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

No adverse structural impacts to the garden shed or its contents are anticipated as a result of these works. The proposed condition survey will include the shed.

5.2.7. Ref 012 – Aoife Lalor

Submission location – Woodfield Avenue, Inchicore

1. Summary of Issue Raised – Property impacts relating to concerns over obstruction of future development or damage to existing structure within garden, impact on water drainage. No plans to replace wall to be demolished with like for like original materials (limestone and lime mortar) A different material would be damaging to the heritage of the area. I would like a taller limestone wall to the rear of my garden, as existing.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to affected landowners. The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

It is not anticipated that the existing property boundary wall will need to be demolished to enable construction of the new retaining wall at this location. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

Chapter 18 of the EIAR (Material Assets: Utilities) identifies, describes and presents an assessment of the likely significant effects of the proposed Project on Material Assets. The assessment examines the potential impacts during the construction, operational and maintenance of the proposed Project. No adverse impacts on water drainage are anticipated in this area.

2. Summary of Issue Raised – Insufficient detail in relation to vibration monitoring on properties. Concern regarding how noise and vibration will be monitored and how impact will be minimised for communities within close proximity, such as Woodfield.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – how will communities be engaged with during the construction period.

Response to Issue Raised

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

4. Summary of Issue Raised – Further information required on scheduling of construction scheduling. Will it happen at night, or during the day? Could it be sequenced so that work on the railway line behind Woodfield can be scheduled simultaneously for both sides of the line with a view to minimising the disruption to households.

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. The nature of the project and also the requirement to maintain operational train services, imposes constraints and limitations on the construction activities and the sequencing of the works. Due to these constraints works cannot be undertaken on both sides of the railway line simultaneously at this location and furthermore, there will be a requirement for some night-time works. Where possible works will be undertaken in safe zones during daytime

periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

5. Summary of Issue Raised – Need for a structural survey prior to construction.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of these works. Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. The Construction Environmental Management Plan will also outline the monitoring plan that considers the construction works and nearby structures. A further condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

6. Summary of Issue Raised – Night-time construction work and sleep disturbance and health issues. Further mitigation such as triple glazed windows and other safeguards required

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

If An Bord Pleanála decide to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

7. Summary of Issue Raised – Long term operational train noise and potential damage to structures with increased vibrations.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1 2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

8. Summary of Issue Raised – Concern over biodiversity loss and lack of detailed conservation plans, particularly in relation to bats using the rear of the wall as a feeding corridor.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 Biodiversity of the EIAR, a combination of measures for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat and associated potential impacts on bats in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road ridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

The Railway Order application included the EIAR which outlined detailed mitigation measures, A Natura Impact Statement and a CEMP. These measures outlined above will assist in reducing biodiversity impacts in the vicinity of Woodfield Avenue.

9. Summary of Issue Raised – Construction lighting at night-time and disturbance to wildlife. Noise disturbance to wildlife. Extinction of species due to the geographical extent of the project.

Response to Issue Raised

As outlined in Section 8.6.2.1.5. of the Chapter 8 Biodiversity of the EIAR, construction lighting will avoid night-time illumination of retained and adjoining vegetation during the bird nesting season

(March to August, inclusive). All night-time construction operatives will be informed of this requirement by the Project Ecologist or Ecological Clerk of Works (EcCOW). Any proposed external lighting shall be directional and cowled to avoid the light spill (greater than 1 LUX above background levels) to all relevant ecological features as outlined in Section 8.6.3.2.2 of the EIAR.

The impact of construction noise on important ecological features was assessed in Section 8.5.1 of the EIAR. It was deemed that construction noise would not result in a significant adverse effect on biodiversity.

As outlined in Section 8.6.2.1.2. of the EIAR, a combination of measures for retained, reinstated, and created habitat areas will mitigate the loss of habitat in this area.

5.2.8. Ref 014 – Barry Kelly

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Concerns regarding the amount of work and land taken up at Seven Oaks Apartments

Response to Issue Raised

The temporary land take required is 0.035 ha and relates to 18832.T.302(B). The temporary acquisition will only be required during the construction stage of the project to facilitate a temporary construction compound associated with the construction of the Khyber Pass Footbridge; this compound is also required to provide track access to facilitate works along the rail corridor. This land will be re-instated upon completion of the construction works and returned to the owner.

The permanent acquisition (18832.P.302(A)) applies to a small strip (0.006 ha) of land adjacent to the existing Khyber Pass Bridge access path, outside the main boundary wall of the Seven Oaks Complex. The existing narrow path will be widened to provide appropriate access to the Khyber Pass Footbridge to enable the necessary maintenance and inspection activities. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

2. Summary of Issue Raised – Concerns over the increased operational noise with more trains.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.9. Ref 015 – Breda & Patrick Curran

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Respondent is concerned construction noise and vibration will have negative health impacts.

Response to Issue Raised

Construction Noise

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

Construction Vibration

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

2. Summary of Issue Raised – Concerned that the substratum soil anchors could damage property, as the kitchen is only 12 feet from the boundary wall. Request a legal guarantee that damage to property will not occur.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised – Security concerns that the nearly 2-meter gap between the boundary wall and retaining wall will grant easy access to the back of the property.

Response to Issue Raised

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall of the property and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ.

4. Summary of Issue Raised – Concern regarding the increased traffic and journey times while Kylemore Road Bridge is not operational.

Response to Issue Raised

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

5. Summary of Issue Raised – Concerned over rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that good effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to. As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised – Concern that, historically, CIE have not adequately maintained hedging or been communicative with residents.

Response to Issue Raised

CIÉ/IÉ has a regular maintenance regime which involves the cutting and maintenance of vegetation which may impact on the safe operation of the railway, whilst also taking cognisance of the biodiversity of the areas along the rail corridor and also restrictions in relation to bird nesting season.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

7. Summary of Issue Raised – Seeking compensation due to the impact, disturbance and other unforeseen circumstances.

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.10. Ref 016 – Breda Lakes

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned over increased noise and vibration from increased rail traffic, lines closer to the house, and the current treeline being removed. What mitigation measures will be put in place? Also concerned about potential noise pollution from the proposed electrical substation (12.14)

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

Substation Noise

Details on the predicted noise from the substations proposed as part of the Project are presented in Section 14.6.2.2 of the EIAR. The predicted noise level is less than 11 dB LAeq at the property and this level is at substantially below the ambient and background noise levels measured during the surveys and is therefore, highly unlikely that substation noise will be perceptible at the property.

Operational Vibration

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

Foliage

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. In summary, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path.

Clearance of vegetation is required at this location to enable the works to be carried out and to make space for the additional rail lines. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location. The proposed noise barrier (see above) will reduce sound levels at this location.

2. Summary of Issue Raised – Concerned over the health and safety risks of the overhead lines to those using adjacent gardens. Also concerned about the health and safety impacts of the proposed electrical substation (12.14) and whether it has been investigated by the HSA.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using modelling. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

In relation to the proposed electrical substation, the project design is governed by technical and safety guidelines, which include European, National and CIÉ/IIÉ internal standards and specifications. The role of the Health and Safety Authority is to regulate the safety, health and welfare of people at work and those affected by work activities. As part of the design development of the project, the HSA were invited to comment at the following stages of the project:

- Public Consultation 1 (PC1) on the Emerging Preferred Option
- Public Consultation 2 (PC2) on the Preferred Option (10th November to 17th December 2021)
- EIA Scoping Consultation: Informal EIA Scoping was undertaken in parallel with but separate to PC2 consultation between 10th November and 17th December 2021.

The project team issued a letter, a DART+ Programme Brochure and DART+ South West Route Map via email to the Health and Safety Authority on 15th March 2021 introducing them to the project.

A letter notifying the commencement of Public Consultation No. 1 and inviting the HSA to make a submission was issued via email on 12th May 2021.

A Public Consultation No. 2 Launch letter, with a project information leaflet and the EIA Scoping Report, was issued via email on 10th November 2021. An email reminding HSA of the consultation's closing date was issued via email 16th November 2021.

No written submission/observation was received from the HSA.

3. Summary of Issue Raised – Concerned over the structural impact of substratum soil anchors on the property. Concerned that it will increase vibration from passing trains.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

4. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IEÉ will ensure that good effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address

any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Privacy concerns from increased passenger volumes and the removal of trees.

Response to Issue Raised

With regard to privacy, the property at this location currently experiences passenger train movements. The increased frequency of train services will not have any greater height or increased visual access to the property.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

Planting mitigation is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23851, Sheet 4 of 17). The landscape mitigation drawings also indicate the vegetation losses required to facilitate the project. The proposed planting has had regard for engineering and safety requirements and includes required separation distances from the overhead line equipment (OHLE) on electrified railway lines. At this specific location there is no scope for replacement planting.

5.2.11. Ref 017 – Breege, Lorraine, & Shirley Lyons

Submission Location – Kylemore Park, Ballyfermot

1. Summary of Issue Raised – Inadequate detail was provided regarding substratum land acquisition and a detailed schedule of work should be produced.

Response to Issue Raised

The proposed works at this location include construction of a new retaining wall along the rail line, within CIÉ/IE property. Soil anchors are required to ensure stability of the wall. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to property owners.

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible.

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter to the affected property, addressed to 'The Owner / Occupier'. There was no engagement from the property owner following this letter and a follow up letter was issued in November 2022, also addressed to 'The Owner / Occupier'. There again was no engagement from the property owner following this letter.

The property owner contacted the project phone line in April 2023 following receipt of the Railway Order application notification pack and spoke to a member of the project team regarding the impact at their property.

2. Summary of Issue Raised – Concern over structural damage to property from substratum work and requests a structural report before and after construction

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised – If substratum work is carried out it will make the area inaccessible, will remove the only commercial access to the rear, would render a warehouse unusable, hindering commercial activity, will be unable to fulfil our contract with tenants and will be in breach of our contract.

Response to Issue Raised

Installation of soil anchors will be carried out from the track side. It is not anticipated that there will be any above-ground work on the property. The existing vehicular access point to the rear of the property will be maintained. The main building structure will not be impacted by the proposed works.

CIÉ/IÉ cannot comment on the commercial and lease arrangements between the property owner and tenants.

4. Summary of Issue Raised – Will this affect future planning applications for the site?

Response to Issue Raised

CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.12. Ref 020 – Catherine Malone

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned over the impact that substratum soil anchors will have on home foundations. Request that CIÉ/IÉ give an undertaking that if project proceeds and in future if owner discovers their home has become unstable due to this work, that CIÉ/IÉ will be responsible and do whatever is necessary to protect their home.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

2. Summary of Issue Raised – Concerns raised regarding noise such as:

- Increased operational noise from train traffic and trains running up to 24 hours a day;
- Day and night-time construction noise. Impact on sleep and daytime rest, sleep deprivation, physical and mental health;
- Noise from plant machinery at nearby proposed compound location.
- Vibrations from trains running 16/24 hours a day which will impact on the property.

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier atop of the new piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R24 – R26, which predicts a slight positive impact from this Project).

Construction Noise

A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts in certain areas will occur during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures (including site compounds) to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Piling will occur to the rear of the dwelling during daytime periods and mitigation measures are outlined in Section 14.7.1 of Chapter 14 of the EIAR. At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,

- Mitigations regarding the above issues.

Operational Vibration

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

3. Summary of Issue Raised – Concerns over the gap between the existing garden wall and the proposed wall, will lead to dumping, wildlife problems and anti-social issues.

Response to Issue Raised

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ.

4. Summary of Issue Raised – Stated they won't be able to enjoy their back gardens. Concerned about air pollution from nearby compound.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

5. Summary of Issue Raised – Concerns over rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised – Concerned about property valuation. CIÉ/IÉ will have access to rods underneath their home.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent. A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Access to the property will be restricted by a one-way traffic system and the reconstruction of the two bridges in Ballyfermot will extend restrictions on traffic and accessibility.

Response to Issue Raised

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

8. Summary of Issue Raised – Neighbourhood will not benefit from the disruption due to the lack of a proposed local station. Possible station in the future will start works again.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.13. Ref 021 – Ciaran & Liona O'Toole

Submission location – Kylemore Drive, Ballyfermot

Raised issues relating to Noise Mitigation, Dust Mitigation, Security and Compulsory Purchase.

1. Summary of Issue Raised – Request that working hours are restricted and should adhere to strict noise limits. No noise works permitted at weekends or outside of business hours. Noise to be monitored by automatic noise monitors and inspection.

Response to Issue Raised

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these works will take place during weekend and night-time possessions.

During the construction phase there will be a requirement to undertake night-time works at Le Fanu bridge and Kylemore bridge. Le Fanu is approximately 235m away and Kylemore bridge is

approximately 195m away. There will also be a requirement to prepare piling platforms between Ch 12+000 and Ch+700. Some of this will occur to the rear of the property. At this location, construction works such as construction of a piling platform will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed. Given the duration of the works, the significance of effect is assessed to be significant.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

Details on monitoring are included in Section 14.8.1 of the EIAR. During the construction phase, a noise and vibration monitoring programme will be implemented to assess compliance of the construction works with the noise limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

5.2.14. Ref 024 – Clíona Martyn

Submission Location – Woodfield Avenue, Inchicore

1. Summary of Issue Raised – Property impacts relating to concerns over obstruction of future development or damage to existing structure within garden. No plans to replace wall to be demolished with like for like original materials (limestone and lime mortar) A different material would be damaging to the heritage of the area.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil

anchors is as indicated on the Property Server Plans which were included in the notification pack issued to you.

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. Where appropriate, a condition survey will be carried out pre and post construction works which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

It is not anticipated that the existing property boundary wall will need to be demolished to enable construction of the new retaining wall at this location. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – Insufficient detail in relation to vibration monitoring on property. Concern regarding how noise and vibration will be monitored and how impact will be minimised for communities within close proximity, such as Woodfield.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with

the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – how will communities be engaged with during the construction period.

Response to Issue Raised

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/ÍÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

4. Summary of Issue Raised – Further information required on scheduling of construction scheduling. Will it happen at night, or during the day? Could it be sequenced so that work on the railway line behind Woodfield can be scheduled simultaneously for both sides of the line with a view to minimising the disruption to households.

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. The nature of the project and also the requirement to maintain operational train services, imposes constraints and limitations on the construction activities and the sequencing of the works. Due to these constraints works cannot be undertaken on both sides of the railway line simultaneously at this location and furthermore, there will be a requirement for some night-time works. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An

Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

5. Summary of Issue Raised – Night-time construction work and sleep disturbance. Further mitigation such as triple glazed windows and other safeguards required.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,

- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised – Long term operational train noise and potential damage to structures with increased vibrations.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1 2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

7. Summary of Issue Raised – Concern over biodiversity loss and lack of detailed conservation plans, particularly in relation to bats using the rear of the wall as a feeding corridor. Also issue of native plants and insects and a lack of detail on conservation plans in this regard.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 Biodiversity of the EIAR, a combination of measures for reinstated areas and biodiversity 'stepping stones' will mitigate the loss of habitat and associated potential impacts on bats in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road ridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

The Railway Order application included the EIAR which outlined detailed mitigation measures and a CEMP. These measures outlined above will assist in reducing biodiversity impacts in the vicinity of Woodfield Avenue.

5.2.15. Ref 025 – Craig Delaney & Others

Submission location – Kylemore Drive, Ballyfermot

1. Summary of Issue Raised – General concerns raised over Air Quality

Response to Issue Raised

Chapter 12 Air Quality of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

2. Summary of Issue Raised – General concerns raised over damage to property and land/house subsiding.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised - Concerns over the new wall being built and no lane adjoining the wall

Response to Issue Raised

Due to the nature of the proposed works, vegetation removal will be required. This includes proposals to remove trees at the rear of the property. There are no proposals to remove or replace the existing boundary wall. The boundary at these locations will remain the same.

The Loss of trees and hedgerows due to construction has been considered and where possible mitigation measures are proposed in the EIAR. Technical and space constraints mean that no mitigation planting is proposed at this location. The drawings in Volume 4, Appendix 15.1 of the EIAR show the estimated wooded vegetation losses.

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ.

4. Summary of Issue Raised – Concerns over noise, noise pollution, including night-time construction. Increased operational noise from new DART service and the existing trains. Insulation to property (sound proofing windows, doors, walls, roofs).

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1 2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively. A solid parapet atop of the piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R28, which predicts a moderate positive impact from this Project).

Sound Insulation

Given that the noise levels from the operational railway and expected to be lower than existing noise levels, there is no requirement for noise insulation.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – General comment on trees to be planted.

Response to Issue Raised

CIÉ/IE acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, the landscape mitigation drawings indicate vegetation losses are required to facilitate the project and at this location, there is no scope for replacement planting.

6. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

7. Summary of Issue Raised – Compensation for the disruption and other issues raised.

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

8. Summary of Issue Raised – Lack of a local station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Transport Strategy for the Greater Dublin Area 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.16. Ref 026 – Dan O’Neill

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised - Concern over noise from both construction works and operational noise from additional trains. Requests compensation for the installation of triple glazed windows to mitigate noise.

Response to Issue Raised

Construction

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be

managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operation

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.17. Ref 027 – Dan Ryan Truck Rental Ltd

Submission location – Sarsfield Road, Inchicore

1. Summary of Issue Raised – A lack of final design drawings limit both the understanding of impacts on property/ business and the ability to object. Believe that, regarding the temporary and permanent acquisition of lands and removal of buildings, there was a lack of detail provided to the business and consideration of impacts on the business.

Response to Issue Raised

The amount of land required for the project and the works proposed are clearly described in the draft Railway Order. The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, application for a railway order. It is not anticipated that the amount of land required to facilitate the project will change once the railway order is granted.

Chapter 17 of the EIAR provides an assessment of the significance of impact on non-agricultural property. This assessment identified that the permanent acquisition of land 18833.P.281(A) will require the demolition of the main operational building of the site and the significance of this impact is acknowledged to be 'Profound', where the use of the property cannot continue.

The temporary acquisition of land 18833.T.281(B) is required for the main track access for the section of works from Sarsfield Road to South Circular Road and for the reconstruction of Sarsfield Road abutments and southern deck (page 17-47). Where properties are subject to temporary

acquisition as outlined in Section 17.7.1.1 of the EIAR, following the completion of relevant construction works, lands temporarily acquired will be reinstated and returned to the owner.

2. Summary of Issue Raised – Scope of acquisition and necessity/ use of the lands.

Response to Issue Raised

The Works drawing and related Schedule 1 of the Book of Reference (excerpt below) sets out the necessary infrastructure works at this location. The new track layout required to accommodate 4 tracks at this location cannot be achieved without permanent land take, and direct impact on the existing building, requiring demolition. Construction of a new railway boundary wall is required which will require significant engineering works and installation of soil anchors. A track access point is required for construction at this location. This land is also necessary for use as a temporary construction compound which will serve adjacent works (described above) and also accommodate plant/ equipment working on the DART + South West in this general vicinity.

Lands surplus to requirements are not included in the draft Railway Order, nor will these lands be put to any use outside that required by the project.

13.09	Establish a temporary construction compound south east of Sarsfield Road Bridge (UBC4). Compound to include temporary fencing/hoarding, welfare facilities, storage facilities, and storage of construction plant and equipment. Access will be through the existing access from Sarsfield Road. The compound will include a track access point for piling and associated retaining wall construction.	Works Layout Plan No. 13
13.10	Demolition and removal of 2 no. commercial buildings, to facilitate the new track alignment and construction of the new retaining wall.	Works Layout Plan No. 13
13.11	Construction of retaining walls – includes excavation of cutting embankment to facilitate construction equipment, wall construction, backfilling and drilling of anchors to ensure stability of the wall (the maximum extent is indicated by the purple shaded area on the Works Layout Plan). This will be followed by track works, drainage, electrification and telecommunication works.	Works Layout Plan No. 13
13.12	Demolish existing boundary wall and reconstruct with a new boundary wall integrated into the top of the new track edge retaining wall.	Works Layout Plan No. 13

3. Summary of Issue Raised – Believe the CPO violate the landowner’s rights.

Response to Issue Raised

The acquisition of the lands sought is necessary for the delivery of the proposed Project, which is required in the interest of the common good. If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

It is therefore submitted that the proposed acquisition does not represent a disproportionate interference with the landowner’s property rights. A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.18. Ref 028 – Daniel Sheehan

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned over loss of privacy from the removal of mature trees and reconstruction of the Khyber Pass bridge, alternatively one of CIÉ/IÉ’s own proposals was to remove the footbridge completely.

Response to Issue Raised

The existing bridge serves an important function for the CIÉ/IÉ staff who use the bridge and contributes to sustainable journeys to and from work.

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes’ (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3.1. Khyber Pass Footbridge of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with three additional design options (Options 1-3) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 8-7 Stage 1:Preliminary Assessment (Sifting) Findings for Khyber Pass Footbridge (UBC4)

Preliminary Assessment (Sifting) for Khyber Pass Footbridge (UBC4)		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four-tracking and electrification with the least amount of work to the Khyber Pass Footbridge (OBC5A) itself.	The addition of another track would result in insufficient horizontal clearance between the tracks and derailment protection walls. It therefore will not deliver project objectives or requirements.
Option 2	Remove the Khyber Pass Footbridge (OBC5) permanently and implement the use of an alternative (existing) pedestrian access route.	Will not deliver project objectives or requirements as it does not maintain functionality.
Option 3	Replace the existing bridge with a new bridge that has increased horizontal and vertical clearance.	Feasible

Figure 5-1 Description of options

The Do Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Only Option 3 was found to be feasible and Stage 2 MCA was not required.

In summary, the reconstruction of the Khyber Pass footbridge as outlined in the Railway Order application represents the preferred approach.

The replacement bridge will have a solid 1.8m high parapet and will be fully enclosed, with a perforated steel mesh cover, which will provide an element of screening.

2. Summary of Issue Raised – There is an area of unused ground within the Seven Oaks apartment complex which could be used. Widening of the Khyber Pass laneway will remove a boundary wall, creating a security risk. Impact on property from a privacy point of view due to removal of shrubbery from the neighbouring Seven Oaks apartments.

Response to Issue Raised

Both temporary and permanent land acquisition will be required in this area, the temporary acquisition will only be required during the construction stage of the project to facilitate works in the area. The permanent acquisition applies to a small strip of land on both sides of the existing access way. This is required to facilitate the replacement of the existing Khyber Pass pedestrian bridge and also to facilitate the widening of the existing access way. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

Planting mitigation and vegetation to be retained is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23838 to DP-04-23-DWG-RO-TTA-23854).

5.2.19. Ref 029 – Deborah Mahony

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – Concerned over noise in Seven Oaks Apartments facing the tracks, especially at night when maintenance works take place. Request sound insulating windows and external door replacements to mitigate noise.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, there are two tie in works close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

If An Bord Pleanála decide to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Maintenance Activities

With regard to maintenance activities, this is discussed in Section 14.6.2.5 of the EIAR. To maintain the operational train service, maintenance activities are carried out at night when passenger trains are not running. Some of the activities have the potential to generate noise with a risk of noise disturbance during the activity. There is a risk of brief and short term negative significant noise impacts at sensitive locations near the railway line during essential maintenance works. Section 14.7.3 outlines recommended mitigation measures to be implemented during maintenance works and includes measures such as notifying affected residents in advance of any planned works.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.20. Ref 030 – Deborah Sullivan

Submission Location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Respondent raised concerns in relation to construction noise and operational noise from trains. Requests sound insulating window and external door replacements.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.21. Ref 034 – Dermot Foley

Submission location – Murray’s Cottages, Inchicore.

1. Summary of Issue Raised – Concern over CPO for substratum land rights. There is a lack of detailed information regarding this to inform property owners of impacts. Request site-specific informative drawings. Also concerned over potential structural issues and devaluing of property

Response to Issue Raised

The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, application for a railway order. The schedules to the draft railway order submitted with the application clearly set out the extent of the land that will be acquired temporarily and the substratum that will be permanently acquired.

If An Bord Pleanála approves the draft Railway Order, the project will proceed to detailed design, appointment of a contractor and then the construction phase. The temporary acquisition of land 18833.T.332(B) is required to facilitate the widening of the rail corridor, this area will be used to facilitate plant and equipment which will be used for the construction of the new retaining walls and associated engineering works. This area will be reinstated, and a new boundary wall constructed after completion of the construction works in the area.

Permanent substratum acquisition of land 18833.S.332(A) is required to facilitate the installation of soil anchors under the property. Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report (EIAR).

A temporary hoarding will be erected in the garden to effectively shield the property from construction activities.

The Project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. At this stage measures to deal with construction stage impacts will be discussed with the householder.

A Community Liaison Officer (CLO) will be appointed, to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

In relation to the project duration, the overall programme of 50 months is required given the scale and complexity of the project. Work will not be continuous in the area, but there will be discrete periods of construction activity required. These will be signalled in advanced by the CLO.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Wayleave crossing the property is unclear whether this is temporary during construction or if there are long-term implications. Request further information.

Response to Issue Raised

As noted earlier, there is a requirement for temporary acquisition of land 18833.T.332(B) in order to enable the works to be carried out.

The permanent acquisition of substratum (i.e. below ground) 18833.S.332(A) is required to facilitate the installation of soil anchors under the property. That substratum acquisition is what was indicated in the drawing referred to, which formed part of the earlier consultation material. The drawing is dated November 2021 and was made before the draft Railway Order was prepared. The draft railway order, as submitted to An Bord Pleanála, does not propose to create a way leave under the property but, as explained above, will enable CIÉ/IÉ to acquire part of the substratum of the property.

CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

3. Summary of Issue Raised – Concerned that the consultation and the Railway Order gave contradictory information regarding what side of the four tracks electrification will occur.

Response to Issue Raised

We appreciate that the residents of this property, which is located to the south of the railway line, engaged constructively with the CIÉ/IÉ team in advance of the Railway Order application, at an online meeting in November 2022. Our Public Consultation PC2 report states as follows:

“As part of the works, the two northern existing railway lines will be electrified with the installation of overhead electrical equipment.”

That remains the position with the draft railway order. We regret any confusion that may have arisen during our engagement with the property owners and we hope that this reply will clarify the issue for them.

5.2.22. Ref 040 – Eliza Palumbo

Submission location - Landen Road, Ballyfermot

1. Summary of Issue Raised – Object on the basis that trains passing by the garden disturbs the use of the garden.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed along the project boundary at the rear of this property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R23, which predicts a slight positive impact from this Project). The outcome of the mitigation assessment and proposed mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

5.2.23. Ref 042 – Emma King

1. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on property value and future development potential.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the

soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – Information regarding the extent of the CPO for substratum land rights, size of the soil anchors, and fate of the boundary wall has been unclear

Response to Issue Raised

The permanent substratum acquisition of land 18832.P.164(B) is required, totalling 51.8m² to facilitate the installation of underground soil anchors. As noted, the soil anchors will be installed from the rail corridor and will get deeper as they extend under the rear garden, they will not be visible from the garden. Based on the current design, these underground soil anchors will be installed in pairs every 2 metres along the retaining wall. The soil anchors are four inches in diameter and will be capped at both ends by concrete. Based on the current design, there will be no impact to the rear boundary wall.

3. Summary of Issue Raised – Concerned that construction and operational noise will disrupt working from home and life. Also concerned about noise from night-time works. Request information on the four noise sensitive locations that were identified in the EIAR as having significant, negative, long term residual effects and on proposed mitigation measures.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Noise

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6. of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 3.5m high noise barrier is proposed along the project boundary at the rear of the property. Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R24).

The noise assessment concluded that a limited number of properties will experience a residual noise impact as a result of the proposed Project. Following further analysis including the consideration of the baseline noise, changes in rail noise level and cumulative noise impacts, four of the noise

sensitive locations were identified as having a significant, negative, long term residual effect. This property does not fall into one of the four noise sensitive locations identified as having a significant, negative, long term residual effect.

4. Summary of Issue Raised – The increased train traffic will worsen vibrations in the house. Concerned about the structural and health impacts of both construction and operational vibrations

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Construction Vibration

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

Operational Vibration

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

5. Summary of Issue Raised – Concerned that a tall boundary wall could reduce light into property

Response to Issue Raised

There is no proposal for a tall barrier at this location. The current design includes for the installation of a new noise barrier that will be installed along the rail corridor in the vicinity of the property, the final design of the noise barrier and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. A reduction in light levels is not envisaged.

6. Summary of Issue Raised – Concerned that construction could impact drainage, increase flood risk, and result in contaminated runoff

Response to Issue Raised

Chapter 18 of the EIAR (Material Assets: Utilities) identifies, presents an assessment of the likely significant effects of the proposed Project on Material Assets. The assessment examines the potential impacts during the construction, operational and maintenance of the proposed Project. No adverse impacts on water drainage are anticipated in this area.

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

7. Summary of Issue Raised – Concerned that dust and air pollution from construction and increased diesel train traffic will negatively impact health, even with the proposed mitigation measures. Also concerned that construction noise will impact mental and physical health of children

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with

the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

8.Summary of Issue Raised – Concerned about the impacts on vegetation and wildlife habitat, especially birds. Cutting back vegetation already impacted on birds and reduced the buffering of train noise.

Response to Issue Raised

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, the landscape mitigation drawings indicate vegetation losses are required to facilitate the project and at this specific location there is no scope for replacement planting.

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. In summary, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path.

As set out under Issue 2 above, a noise barrier is proposed to mitigate operational noise at this location.

As outlined in Section 8.6.2.1.2. of Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity 'stepping stones' will mitigate the loss of habitat in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at Proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at Proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

As outlined in Section 8.6.2.1.5. of the Chapter 8 Biodiversity of the EIAR, a combination of measures will mitigate the impact to breeding and commuting/foraging birds in this area. These measures specify:

- The removal of existing hedgerow and vegetation shall avoid the bird nesting season (March to August, inclusive).
- Construction lighting will avoid night-time illumination of retained and adjoining vegetation during the bird nesting season (March to August, inclusive). All night-time construction operatives will be informed of this requirement by the Project Ecologist (Ecological Clerk of Works). Bird nesting boxes shall be installed at various locations. The specification for these boxes has been outlined in Section 8.6.2.1.2; and

- Measures to retain, reinstate, and create ecological stepping-stone vegetation shall be put in place. These measures are set out in Section 8.6.2.1.2.

The Railway Order application included the EIAR which outlined detailed mitigation measures, a Natura Impact Statement and a CEMP.

9. Summary of Issue Raised – Concerned about the impact on garden soil as the EIAR states that the effect of loss of soil resources from the soil anchors will be moderate adverse without mitigation.

Response to Issue Raised

As noted, the soil anchors will be installed from the rail corridor and will get deeper as they extend under the rear garden, they will not be visible from the garden. It is not anticipated that there will be any adverse impact on the garden. Soil health will not be impacted.

The “moderate adverse” impact mentioned in the EIAR is in relation to the overall project, including widespread excavation and removal of topsoil, subsoil and bedrock which will result in a permanent loss of soil resource over the length of the project. This is not in relation to garden soil in an individual property.

10. Summary of Issue Raised – Worried about the traffic impacts of the Kylemore Road Bridge and Memorial Road Bridge closures as there are no alternative routes. Support the addition on walking/cycling facilities on Kylemore Road Bridge.

Response to Issue Raised

The proposed designs for Kylemore Road Bridge and Le Fanu Road Bridge will, if approved, enhance facilities for cyclists and pedestrians.

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

5.2.24. Ref 043 – Eoghan McIlwaine

1. Summary of Issue Raised – Concerned about the impact of noise caused by the use of the Khyber Pass laneway and the construction compound at Seven Oaks Apartments on the neighbouring apartments.

Response to Issue Raised

The works adjacent to the Seven Oaks complex primarily include the dismantling of the existing Khyber Pass footbridge, and its replacement with a new bridge. The temporary land acquisition and the proposed construction compound are required to enable these works. This compound is also required for works along the rail corridor and to provide track access. Further information in relation to noise management during the project is set out below.

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IÉ will ensure residents

living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Summary of Issue Raised – The lack of new stations means that residents do not benefit.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.25. Ref 044 – Fiona Taylor

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – Concerned over construction and operational noise. Also requests mitigation measures during construction, advance notice of night-time work, and sound insulating window and door replacements.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level

experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Concerned over temporary or permanent CPO of apartment complex land and request homeowner compensation.

Response to Issue Raised

The temporary land take required is 0.035 ha and relates to 18832.T.302(B). The temporary acquisition will only be required during the construction stage of the project to facilitate a temporary construction compound associated with the construction of the Khyber Pass Footbridge; this compound is also required to provide track access to facilitate works along the rail corridor. This land will be re-instated upon completion of the construction works and returned to the owner.

The permanent acquisition (18832.P.302(A)) applies to a small strip (0.006 ha) of land adjacent to the existing Khyber Pass Bridge access path, outside the main boundary wall of the Seven Oaks Complex. The existing narrow path will be widened to provide appropriate access to the Khyber Pass Footbridge to enable the necessary future maintenance and inspection activities. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.26. Ref 046 – Gayle O'Brien

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – Concerned about construction and operational noise and states that sound proofing mitigation measures will not be enough.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing

is outlined in Chapter 5 Construction Strategy of the EIAR. It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works.

The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,

- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

Maintenance Activity

It is noted that two videos, one from the patio and one from inside a bedroom were provided with the submission. In the submission it was noted that the videos were recorded at 1am. Section 14.6.2.5 of the EIAR discusses maintenance activities.

To maintain the service provision, maintenance activities are carried out at night. Some of the activities have the potential to generate noise with a risk of noise disturbance during the activity. As outlined in Section 14.5 of the EIAR in the Do Minimum scenario the frequency of maintenance activities will be significantly higher than in the Do Something scenario. In other words, the general improvement of rail infrastructure for this project, once completed, should reduce the need for other ongoing interventions and disturbance.

There is however a risk of brief and short term negative significant noise impacts at sensitive locations near the railway line during essential maintenance works. Section 14.7.3 of the EIAR outlines recommended mitigation measures to be implemented during maintenance works.

5.2.27. Ref 048 – Geraldine Doyle

Submission Location – Seven Oaks Apartments, Sarsfield, Ballyfermot

1. Summary of Issue Raised – Concern over noise and soundproofing measures, request triple glaze windows replacements for on all floors in Seven Oaks to mitigate construction and operational noise.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Noise:

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational Noise:

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Request that compensation for CPO of Seven Oaks common land go to the SOMC sinking fund for equitable compensation of property owners.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.28. Ref 049 – Gerard Greene

Submission Location – Woodfield Avenue, Inchicore

1. Summary of Issue Raised – Property impacts relating to concerns over obstruction of future development or damage to existing structure within garden. No plans to replace wall to be demolished with like for like original materials (limestone and lime mortar). A different material would be damaging to the heritage of the area.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to property owners.

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side, and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

It is not anticipated that the existing property boundary wall will need to be demolished to enable construction of the new retaining wall at this location. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Insufficient detail in relation to vibration monitoring on properties. Concern regarding how noise and vibration will be monitored and how impact will be minimised for communities within close proximity, such as Woodfield.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – how will communities be engaged with during the construction period.

Response to Issue Raised

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CÍÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

4. Summary of Issue Raised – Further information required on scheduling of construction scheduling. Will it happen at night, or during the day? Could it be sequenced so that work on the railway line behind Woodfield can be scheduled simultaneously for both sides of the line with a view to minimising the disruption to households.

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. The nature of the project and also the requirement to maintain operational train services, imposes constraints and limitations on the construction activities and the sequencing of the works. Due to these constraints works cannot be undertaken on both sides of the railway line simultaneously at this location and, furthermore, there will be a requirement for some night-time works. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

5. Summary of Issue Raised – Night-time construction work and sleep disturbance. Further mitigation such as triple glazed windows and other safeguards required.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

6. Summary of Issue Raised – Long-term operational train noise and potential damage to structures with increased vibrations.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6. 2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

7. Summary of Issue Raised – Concern over biodiversity loss and lack of detailed conservation plans, particularly in relation to bats using the rear of the wall as a feeding corridor.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 Biodiversity of the EIAR, a combination of measures for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat and associated potential impacts on bats in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and.

- Reinstatement and enhancement of habitat at proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

The Railway Order application included the EIAR which outlined detailed mitigation measures and a CEMP. These measures outlined above will assist in reducing biodiversity impacts in the vicinity of Woodfield Avenue.

5.2.29. Ref 052 – Ian Hill

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Request funding for noise mitigation measures in the Seven Oaks Apartments, such as acoustic glass. Also expresses concern over future devaluation of property

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Noise:

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational Noise:

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Lack of a local station included in the project means impacted residents do not benefit.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

3. Summary of Issue Raised – Questions the need for the project post-Covid.

Response to Issue Raised

As noted in Section 2.2 of the Planning Report, the primary objective of the DART+ Programme is to support urban compact growth and contribute to reducing transport congestion and emissions in Dublin by enabling modernised high-quality commuter rail services between Dublin City Centre and Drogheda, Maynooth, M3 Parkway, Hazelhatch & Celbridge and Greystones. This is aimed to provide a safe, sustainable, efficient, integrated, and accessible public transport service along these corridors. Objectives of the DART+ Programme go beyond commuter patterns and include:

- Cater for existing heavy rail travel demand and improve customer services along established rail corridors in the Greater Dublin Area (GDA) through the provision of a higher frequency, higher capacity, electrified heavy rail service which supports sustainable economic development and population growth.
- Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved inter-rail and inter-modal connectivity and integration with other public transport services.
- Enable further urban compact growth along existing rail corridors, unlock regeneration opportunities and more effective use of land in the Greater Dublin Area, for present and future generations through the provision of a higher capacity heavy rail network.
- Deliver an efficient, sustainable, low carbon and climate resilient heavy rail network, which contributes to a reduction in congestion on the road network in the Greater Dublin Area and which supports the advancement of Ireland's transition to a low emissions transport system and delivery of Ireland's emission reduction targets.

- Provide a higher standard of customer experience including provision of clean, safe, quiet, modern vehicles and a reliable and punctual service with regulated and integrated fares.

5.2.30. Ref 058 – The Horse Sanctuary

Submission location – Lally Road, Ballyfermot

1. Summary of Issue Raised - Unclear what and for how long the lands will be needed for.

Response to Issue Raised

As outlined in previous discussions with the occupiers of the property, temporary acquisition of land to the east of the horse sanctuary yard is required to enable construction activities in the area including the widening of the rail corridor to accommodate four-tracking along Con Colbert Road. This land will be used as a construction compound and track access location for the significant civil engineering works required at this general location. Owing to the proximity to busy roads and the operational rail line, there are no alternatives available that would satisfy construction requirements.

It is estimated that the compound will be required for approximately four years. No works are proposed to the main yard or the paddock to the west of the main yard. A small construction compound will be located on the green area adjacent to the Sarsfield Rd and Con Colbert Rd junction (DCC registered land).

Permanent substratum acquisition is also required to facilitate the installation of soil anchors, which will be required to provide stability to the proposed retaining wall which will be installed in the railway corridor at this location. The soil anchors will be installed from the rail corridor and will be below ground level. They will get deeper as they advance under the property, and the anchors will not be visible above ground.

2. Summary of Issue Raised - No provision made for the relocation to an alternative site during the works or to how the horses will be accommodated while the lands are unavailable.

Response to Issue Raised

The project team has engaged with Mr Finn and a meeting was held in January 2023 outlining the project and the proposed impact. While requirement for an alternative site was not raised during previous engagement, CIÉ/IE is open to further discussion with Mr. Finn in relation to this issue and property related matters generally, without prejudice to his rights under the CPO process, should the Railway Order be granted by An Bord Pleanála.

5.2.31. Ref 059 – John & Veronica Bolger

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerns over construction noise, including night work and sleep deprivation, and operational noise, as trains will be more frequent, closer to the house, and the vegetation barrier will be gone.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures (including site compounds and retaining walls) to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Piling will occur to the rear of the dwelling during daytime periods and mitigation measures are outlined in Section 14.7.1 of Chapter 14 of the EIAR.

Construction of a retaining wall along the railway will be ‘transient’ in nature, with equipment moving gradually along the railway line as works proceed.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

Night-time time works are proposed in the vicinity of the dwelling:

Preparation of piling platforms on the north side of the tracks from Chainage 12+000 – 12+700 during night-time periods.

Some elements of work for Kylemore Bridge. Further details are presented in Section 14.6.1.8 of Chapter 14 of the EIAR.

At this location, construction of a piling platform will be ‘transient’ in nature, with equipment moving gradually along the railway line as works proceed. However, works at Kylemore bridge will be relatively static. Given the distance from the activities and the duration of the works, the significance of effect is assessed to be significant to profound. A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents

living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

Foliage Barrier

The presence of foliage on trees and shrubs has several potential effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. However, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path. There is insufficient space available due to technical and safety considerations to include replacement tree planting at this location.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier atop of the new piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R24 – R26 and R28, which predicts a slight to moderate positive impact from this Project).

2. Summary of Issue Raised – Concerns over dirt, superficial damage to property and cars, concerned about dust.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan, and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With relation to superficial damage, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised – Distance between railway wall and new secant piled wall, if too big of a gap will cause vermin, dumping and security issues.

Response to Issue Raised

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IE.

4. Summary of Issue Raised – Concerns about the HV electric cables and current coming from them, health concerns relating to this.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

5. Summary of Issue Raised – Notes restricted access and no left turn from Landen Road onto Kylemore Road. Concerned about the re-route of traffic and traffic congestion due to works.

Response to Issue Raised

A temporary diversion will be in place during the construction stage, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

6. Summary of Issue Raised – Concerns about future damage to property (foundations, gardens, sheds), unsettling of cobble lock in front garden and contents of sheds due to proposed works. Request an undertaking from CIÉ/IÉ accepting responsibility for any future damage that may occur to house and gardens, also concerned over the devaluing of the property and implication for Home Insurance costs if works proceed.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soil anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This

does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

No adverse structural impacts to the garden shed are anticipated as a result of these works. The proposed condition survey will include the shed and paving.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent. A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IÉ cannot comment on individual insurance company policies. If the Railway Order is granted, property owners may wish to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property.

7. Summary of Issue Raised – No benefit for local community with disruption, not have access to a train station at Kylemore. Will be disrupted in future when new train station provided, should be installed at the same time as this project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.32. Ref 062 – Karen Balfe

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned the construction of the piled wall will reduce light in the house.

Response to Issue Raised

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ.

The new wall will be similar in height to the existing boundary and there will not be any significant impact on the level of light in the garden.

2. Summary of Issue Raised – Concerned about light pollution from construction works.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. Section 5.1.6 of the CEMP details lighting requirements during the construction phase and states that site lighting will typically be provided by tower mounted temporary portable construction floodlights. The floodlights will be cowled and angled downwards to minimise light spillage outside of works areas and to surrounding properties. Section 5.1.6 further details measures that will be applied in relation to site lighting including:

- The use of artificial lighting on site will be minimised in terms of the area required to be illuminated and the length of time for which any lighting is switched on;
 - Lighting will be provided with the minimum luminosity sufficient for safety and security purposes.
 - Where practicable, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads, and amenity areas;
 - Artificial lighting will be shut off at night when not in use or when works cease at the end of the day in order to minimise the effects of light pollution and disturbance to nocturnal species;
 - Lighting will be positioned and directed so that it does not unnecessarily intrude on adjacent buildings and land uses, ecological receptors and structures used by protected species, nor cause distraction or confusion to motorists.
3. Summary of Issue Raised – Respondent raised concerns in relation to noise pollution from construction works, night-time working and night maintenance during operation and associated health effects.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

4. Summary of Issue Raised – Noise from trains and maintenance of the railway.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 2.5m high noise barrier atop a new piled wall is proposed along the project boundary to the rear of the property. Once mitigation measures are implemented for the Project, it is anticipated that the change in overall noise levels will not be significant. This is summarised in Table 14.70 of the EIAR.

With regard to maintenance activities, this is discussed in Section 14.6.2.5 of the EIAR. To maintain the operational train service, maintenance activities are carried out at night when passenger trains are not running. Some of the activities have the potential to generate noise with a risk of noise disturbance during the activity. There is a risk of brief and short term negative significant noise impacts at sensitive locations near the railway line during essential maintenance works. Section

14.7.3 outlines recommended mitigation measures to be implemented during maintenance works and includes measures such as notifying affected residents in advance of any planned works.

5. Summary of Issue Raised – Resident has concerns for the health of her family, including impacts due to dust and air pollution.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

Chapter 23 of the EIAR has assessed the likely significant effects of the Project on Human Health. This includes a range of health determinants, including changes to air quality from construction dust and road traffic emissions (see Section 23.6.1.2 of the EIAR). As noted in Chapter 23, construction of the Project would result in temporary and very low-level exposure to air pollutants, which is not of a level sufficient to result in significant population health effects, including effects on health services. These effects are further minimised by following the best practice mitigation measures outlined in Chapter 12.

Chapter 23 also concludes that the operation of the Project will result in improved air quality, and therefore beneficial (albeit also not significant) population health effects in the long term.

6. Summary of Issue Raised – Concern over substratum soil anchors damaging the house and causing subsidence.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IEÉ will need to be consulted to ensure that it will not interfere with the soil

anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5.2.33. Ref 063 – Karen Lynch

Submission location – Seven Oaks Apartments, Sarsfield, Ballyfermot

1. Summary of Issue Raised – Request the installation of sound insulating windows and in external door to mitigation construction and operational noise. Concern over level and impact of noise, particularly at night.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Noise:

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night works:

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed. A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise:

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.34. Ref 066 – Kieva McDermott

Submission Location – Woodfield Avenue, Inchicore

1. Summary of Issue Raised – Property impacts relating to concerns over obstruction of future development or damage to existing structure within garden. No plans to replace wall to be demolished with like for like original materials (limestone and lime mortar). A different material would be damaging to the heritage of the area.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to the property owner.

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

It is not anticipated that the existing property boundary wall will need to be demolished to enable construction of the new retaining wall at this location. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Insufficient detail in relation to vibration monitoring on properties.
Concern regarding how noise and vibration will be monitored and how impact will be minimised for communities within close proximity, such as Woodfield.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – how will communities be engaged with during the construction period.

Response to Issue Raised

As part of the construction strategy, Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

4. Summary of Issue Raised – Further information required on scheduling of construction scheduling. Could it be sequenced so that work on the railway line behind Woodfield can be scheduled simultaneously for both sides of the line with a view to minimising the disruption to households.

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. The nature of the project and also the requirement to maintain operational train services, imposes constraints and limitations on the construction activities and the sequencing of the works. Due to these constraints works cannot be undertaken on both sides of the railway line simultaneously at this location and furthermore, there will be a requirement for some night-time works. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

5. Summary of Issue Raised – Night-time construction work and sleep disturbance. Further mitigations needed.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

6. Summary of Issue Raised – Long-term operational train noise and potential damage to structures with increased vibrations.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.1 2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

7. Summary of Issue Raised – Concerns over biodiversity loss.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 Biodiversity of the EIAR, a combination of measures for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat and associated potential impacts on bats in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

The Railway Order application included the EIAR which outlined detailed mitigation measures and a CEMP. These measures outlined above will assist in reducing biodiversity impacts in the vicinity of Woodfield Avenue.

5.2.35. Ref 068 – Laura Molson

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned that Kylemore Station is not included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – More train traffic will cause air pollution.

Response to Issue Raised

The regional mass emissions modelling for NO_x, PM₁₀, PM_{2.5} and SO₂ produced by the railway operations found that for the proposed future operational scenario the emissions are decreased compared to the Do-Minimum emissions. This reduction is a result of the electrification of the rail line and move away from a diesel fleet. Therefore, the proposed development has the potential to reduce harmful emissions (See section 12.8.2 of the EIAR).

3. Summary of Issue Raised – Question the accuracy of the estimated construction duration.

Response to Issue Raised

As mentioned in Section 2.2 of the Construction Environmental Management Plan (CEMP), Volume 4 Appendix 5.1 of the EIAR, the overall construction programme is expected to take 50 months, construction is expected to commence in mid-2025

The CEMP will be a key construction contract document and post planning, the appointed Main Contractor(s) will take ownership of the CEMP to ensure commitments included in the statutory approvals are adhered to and that it integrates the requirements of the CEMP. It is intended that the CEMP will be a “live” document which will be reviewed prior to and updated during construction according to site specific conditions on the project and to reflect current construction activities, manage environmental risks and mitigation.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

4. Summary of Issue Raised – Concerns over the noise pollution and the lack of information on mitigation measures.

Response to Issue Raised

Operational Stage

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Operational noise mitigation measures are presented in Section 14.7.3 of the EIAR. A 3.5m noise barrier is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

Construction Stage

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against

the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Concerns over building damage from operational vibrations.

Response to Issue Raised

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

6. Summary of Issue Raised – Concern over the structural impacts of soil anchors on the property and request information regarding structural surveys to be carried out.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors and substratum installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

- ## 8. Summary of Issue Raised – Questions regarding whether there will be a gap between the existing wall and the new retaining wall. Request that any gap is filled with trees. The trees currently lining the wall are beneficial for air and noise pollution, privacy, and visually.

Response to Issue Raised

Gap

There is no proposal for a retaining wall at this location. Boundary treatment is expected to remain unchanged.

Noise barrier

At this location, there will be some removal of vegetation in order to provide space for the electrified rail lines. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location.

The foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path.

A noise barrier is proposed at this location in order to mitigate operational rail noise (see response to Item 4 above). Once mitigation measures are implemented for the Project, it is anticipated that

overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

5.2.36. Ref 070 – Lillian Roe

Ref No. 070 – Lillian Roe

Submission Location – Kylemore Drive, Ballyfermot

1. Summary of Issue Raised – General concerns raised over Air Quality

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan, and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

2. Summary of Issue Raised – General concerns raised over damage to property and land/house subsiding.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised - Concerns over the new wall being built and no lane adjoining the wall.

Response to Issue Raised

Due to the nature of the proposed works, vegetation removal will be required. This includes proposals to remove trees at the rear of the property. There are no proposals to remove or replace the existing boundary wall. The property boundary will remain the same.

The Loss of trees and hedgerows due to construction has been considered and where possible mitigation measures are proposed in the EIAR. Technical and space constraints mean that no mitigation planting is proposed at this location. The drawings in Volume 4, Appendix 15.1 of the EIAR show the estimated wooded vegetation losses.

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IE.

4. Summary of Issue Raised – Concerns over noise, including night-time construction. Increased operational noise from new DART service and the existing trains. Insulation to property (sound proofing windows, doors, walls, roofs)

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A solid parapet atop of the new piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R28, which predicts a moderate positive impact from this Project).

Sound Insulation

Given that the noise levels from the operational railway and expected to be lower than existing noise levels, there is no requirement for noise insulation.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

At this location, construction works such as construction of a retaining wall along the railway will be ‘transient’ in nature, with equipment moving gradually along the railway line as works proceed.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – General comment on trees to be planted.

Response to Issue Raised

CIÉ/IE acknowledges that there will be a loss of trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, the landscape mitigation drawings indicate vegetation losses are required to facilitate the project and at this location, there is no scope for replacement planting.

6. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Compensation for the disruption and other issues raised.

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

8. Summary of Issue Raised – Lack of a local station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.37. Ref 072 – Lisa Reid (Magee)

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – Requests information on how money from common area purchase will be distributed.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – Concerns over construction noise, particularly at night. Requests new windows and patio door

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take

place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5.2.38. Ref 073 – Maeve O’Sullivan

Submission location – Seven Oaks Apartments, Sarsfield Road, Ballyfermot

1. Summary of Issue Raised – requests information on measures to reduce noise from construction work and increased number of trains on the line.

Response to Issue Raised

Construction Phase

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Noise

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

During the construction phase there will be a requirement to undertake track works during night-time periods. Two no. of tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a prestressed beam and slab bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

A dedicated Community Liaison Officer will be appointed for the Project, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

Operational Phase:

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.39. Ref 076 – Margaret & Kiran Bul

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Property is in a mortgage to rent scheme. Seeking advice on whether DCC are responsible for soundproofing of apartment and who should be contacted regarding this.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

5.2.40. Ref 077 – Margaret Berrigan

Submission Location – Kylemore Drive, Ballyfermot

1. Summary of Issue Raised – General concerns raised over Air Quality

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

2. Summary of Issue Raised – General concerns raised over damage to property and land/house subsiding.

Response of Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised - Concerns over the new wall being built and no lane adjoining the wall

Response to Issue Raised

Due to the nature of the proposed works, vegetation removal will be required. This includes proposals to remove trees at the rear of the property. There are no proposals to remove or replace the existing boundary wall. The property boundary will remain the same.

The Loss of trees and hedgerows due to construction has been considered and where possible mitigation measures are proposed in the EIAR. Technical and space constraints mean that no mitigation planting is proposed at this location. The drawings in Volume 4, Appendix 15.1 of the EIAR show the estimated wooded vegetation losses.

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IE.

4. Summary of Issue Raised – Concerns over noise, including night-time construction. Increased operational noise from new DART service and the existing trains. Insulation to property (sound proofing windows, doors, walls, roofs)

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A solid parapet atop of the new piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R28, which predicts a moderate positive impact from this Project).

Sound Insulation

Given that the noise levels from the operational railway and expected to be lower than existing noise levels, there is no requirement for noise insulation.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – General comment on trees to be planted.

Response to Issue Raised

CIÉ/IÉ acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, the landscape mitigation drawings indicate vegetation losses are required to facilitate the project and at this location, there is no scope for replacement planting.

6. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,

- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Compensation for the disruption and other issues raised

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

8. Summary of Issue Raised – Lack of a local station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.41. Ref 079 – Maria Manifold Doyle

Submission location – Kylemore Road, Ballyfermot

1. Summary of Issue Raised – Concern over substratum impacts (structure of home including gardens, shed, patio and driveway)

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

No adverse structural impacts to any individual property is anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

2. Summary of Issue Raised – Concerned about noise disturbance during construction works. Sleep/rest disturbance, concern over the effects of noise and vibration disturbance during the day and the night (including on dog).

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures (including site compounds and retaining walls) to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

At this location, construction works such as construction of a new piled retaining wall along the railway will be ‘transient’ in nature, with equipment moving gradually along the railway line as works proceed. This will occur during daytime periods and mitigation measures are outlined in Section 14.7.1 of Chapter 14 of the EIAR.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

Night-time time works are proposed in the vicinity of the dwelling:

- Preparation of piling platforms on the north side of the tracks in this general location either side of Kylemore Bridge
- Some elements of work for Kylemore Bridge. Further details are presented in Section 14.6.1.8 of Chapter 14 of the EIAR.

At this location, construction works such as construction of a piling platform will be ‘transient’ in nature, with equipment moving gradually along the railway line as works proceed. However, works at Kylemore bridge will be relatively static. Given the distance from the activities and the duration of the works, the significance of effect is assessed to be significant to profound. A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

3. Summary of Issue Raised – Concerned about access to their driveway. Queried if they will still be able to park their car in the driveway during construction, alternative parking option if cannot access existing driveway.

Response to Issue Raised

The proposed works will likely result in a loss of direct vehicular driveway access to this property. Every effort will be made to reduce the duration of the impact on the access to the driveway however it is likely that access will be disrupted during the Kylemore Road Bridge reconstruction works. Bridge works are expected to take approximately 9 months to complete (Table 6.26 of the EIAR).

The contractor will develop and implement a Construction Traffic Management Plan (CTMP) and this will be agreed with the respective local authorities prior to construction. The CTMP will include measures for minimising traffic delays, disruption and maintain access to properties. Transport/parking arrangements for construction staff will also be included. In this way, disruption to residents will be kept to a minimum. Where access to properties is disrupted, alternative parking provision will be put in place and will be agreed with the affected property owners.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

Section 17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

4. Summary of Issue Raised – Concerns over dust and impact on their property.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

5. Summary of Issue Raised – Concerned regarding privacy to front of house during the works.

Response to Issue Raised

Prior to construction work, the contractor will be required to prepare a Construction Environmental Management Plan (CEMP) which will address the construction management on the site. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption.

6. Summary of Issue Raised – Raised issues of how access to property will be maintained. Will works effect bin collections, deliveries, utility providers and tradesmen accessing their property.

Response to Issue Raised

Section 17.7.1.2 of the EIAR outlines measures to mitigate the impact of the proposed Project on access to property and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be

restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required”.

Access for deliveries, bin collections, utility providers and tradesmen will be facilitated within the Construction Traffic Management Plans which will be developed and implemented by the contractor. This CTMP will be agreed with the respective local authorities prior to construction.

7. Summary of Issue Raised – Concerns over privacy and pest control.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/ÍÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

8. Summary of Issue Raised – Concerns about disruption to utilities such as water/gas/electricity and Wi-Fi.

Response to Issue Raised

It is acknowledged that due to the Project, there will potentially be an impact on existing utilities along the route, such as gas, power or water pipes, drainage structures, telecoms equipment, etc and their treatment in the temporary and permanent situations has been carefully considered during the development of the design of the DART+ South West Project. From a design perspective, engagement with utility providers has been carried out. This early engagement established open communication with the utility providers to determine the location and details of existing utilities, the identification of high risk and/or high value utilities, and development and agreement of diversion proposals. Further engagement will be undertaken if a railway order is granted.

Chapter 18 of the EIAR identified, describes and presents an assessment of the likely significant effects of the Project on Material Assets: Utilities. Details of the diversions required for telecommunication utilities have been outlined in Volume 4, Appendix 18.1 of the EIAR. Section 18.6.1 details the mitigation measures that will be implemented during the construction phase and includes careful planning of where works to utility infrastructure by appointed contractor to ensure no impact to end users.

5.2.42. Ref 080 – Marie Brogan

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerns over property impacts.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Concerns over air pollution and its impact on day-to-day life.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and through construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

Regarding dust nuisance on day-to-day life, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

3. Summary of Issue Raised - Safety risks concerning increased trains, increased chance of derailment

Response to Issue Raised

The project design is governed by various technical and safety guidelines, which include European, National and CIÉ/IE internal standards and specifications. The new tracks have been designed to CIÉ/IE and European standards providing for derailment protection and containment. For the proposed bridge reconstructions, a 0.5m approx. derailment protection wall will be constructed to the rail side of the abutment walls to protect the abutment from impact loading associated with derailment.

In addition, the project is required to go through a detailed and rigorous safety assurance process, which must comply with CIÉ/IE's safety management systems requirements and also requirements of the Commission for Railway Regulation (CRR). The Commission is an independent regulatory body which reports to the Minister for Transport.

The CRR is the National Safety Authority charged with oversight of safety of heavy and light railway organisations operating in the State and the associated infrastructure. The project must meet with the necessary safety requirements before approval to proceed to detailed design and construction is granted.

4. Summary of Issue Raised – Concerns over safety of OHLE

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

5. Summary of Issue Raised – Concerns over rat infestation.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. The CEMP will address the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that good communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised - Concern over wildlife impacts (specifically nesting birds)

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 Biodiversity of the EIAR, a combination of measures for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat in this area.

Mitigation measures include reinstatement and enhancement of habitat at Proposed attenuation tank and amenity grassland in Inchicore Works, and the Proposed construction compound and existing amenity grassland and water feature in Inchicore Works.

The Railway Order application included the EIAR which outlined detailed mitigation measures, a Natura Impact Statement and a CEMP.

7. Summary of Issue Raised - Noise pollution (including from construction at night and increased frequency of trains) and vibration concerns

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6. of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 3.5m high noise barrier is proposed along the project boundary at the rear of the property. Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

8. Summary of Issue Raised - Vibration concerns

Response to Issue Raised

The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be

agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

9. Summary of Issue Raised – Concern over future damages to property and subsequent compensation. Respondent also expressed concern about potential future building on the property, concerns raised in relation to insurance.

Response to Issue Raised

See response to Item 1 above.

CIÉ/IÉ cannot comment on the policies of individual insurance companies. If the Railway Order is granted, property owners may wish to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property.

10. Summary of Issue Raised – Concern over potential future damage to property as a result of the works.

Response to Issue Raised

As noted earlier, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

11. Summary of Issue Raised – Concerns over air pollution and impact on health

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to

be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

12. Summary of Issue Raised – Concern over the retaining wall and subsequent safety/privacy issues

Response to Issue Raised

The current design does not include a retaining wall at this location, however it is proposed to install a new acoustic barrier along the rail corridor in the vicinity of the property.

13. Summary of Issue Raised - Concern over lack of new stations

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

14. Summary of Issue Raised – Concern over delay in commute/reduced access due to construction traffic

Response to Issue Raised

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

15. Summary of Issue Raised – Concern over the diversion of utilities

Response to Issue Raised

It is acknowledged that due to the Project, there may potentially be an impact on existing utilities along the route, such as gas, power or water pipes, drainage structures, telecoms equipment, etc, although it is not anticipated that power interruptions will occur as a result of the project. The treatment of utilities in the temporary and permanent situations has been carefully considered during the development of the design of the DART+ South West Project. From a design perspective, engagement with utility providers has been carried out. This early engagement established open communication with the utility providers to determine the location and details of existing utilities, the identification of high risk and/or high value utilities, assets, development and agreement of diversion proposals. Further engagement will be undertaken if a railway order is granted.

Section 18.6.1 of the EIAR details the mitigation measures that will be implemented during the construction phase and includes careful planning of where works to utility infrastructure by appointed contractor to minimise any impact on end users.

5.2.43. Ref 081 – Marlet Property Group

Marlet Property Group (Marlet) are an associated company of Prime GP6 Limited (Prime GP6) who are the Owners and Landlords of the properties 7 & 8 Kylemore Business Park, Jamestown Road, Dublin 8. Marlet were incorrectly shown as the owner on the Book of Reference and Schedules. As such, Marlet made the same submission on the application as Prime GP6, to ensure that it was accepted as valid.

1. Summary of Issue Raised - The submission asked for the Book of Reference to be updated in relation to the name of the current owner of the property.

Response to Issue Raised

CIÉ/IE plan to submit an update to the Book of Reference to An Bord Pleanála (at Oral Hearing, or in advance of decision making if there is no Oral Hearing) to address any updated ownership information.

2. Summary of Issue Raised - The permanent land take will result in complete sterilisation of the property and concerns raised that alternative solutions were not considered.

Response to Issue Raised

The permanent land acquisition at this location is required to facilitate the widening of the rail corridor. Situated adjacent to CIÉ/IE Inchicore Works, this is a technically complex and challenging location for the project. The project team aimed to minimise land acquisition at all times. The proposed acquisitions are necessary for track alignment, construction of retaining walls, and completion of drainage requirements. There are no alternatives available.

The submission relates to the following land acquisition:

- DSW.18832.T.280(C) - Temporary acquisition (0.193ha)
- DSW.18832.P.280(B) - Permanent acquisition (0.058ha)
- DSW.18832.S.280(S) - Substratum acquisition (0.110ha)

Chapter 17 of the EIAR provides an assessment of the significance of impact on non-agricultural property. This assessment identified that the permanent acquisition of land 18832.P.280(B) will result in a permanent reduction of land as a requirement to accommodate track modifications and associated track edge retaining walls. Boundary walls will be reconstructed on top of the new retaining walls to limit further impact and the significance of this impact is deemed to be “Significant”, however the use of the property can continue.

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes’ (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options

Whilst it is acknowledged that the permanent acquisition 18832.P.280(B) involves the acquisition of a strip of land adjacent to the rail corridor reducing the amount of circulation around the properties, the three existing vehicular access points to both properties (7 & 8 Kylemore Business Park) will be maintained. The main building structures will not be impacted by the proposed works. Consequently, the property will not be ‘sterilised’ by the permanent acquisition of land as has been claimed.

The permanent acquisition of substratum land 18832.S.280(A) is required for retaining wall anchors and the assessment in Chapter 17 identified that the significance of this impact is deemed to be “Slight”.

The temporary acquisition of land 18832.T.280(C) is required for the construction of sewer diversion and for demolition of old and finishing of new boundary wall on top of retaining wall (page 17-40). The assessment identified that the significance of this impact is deemed to be “Slight”. Where properties are subject to temporary acquisition as outlined in Section 17.7.1.1 of the EIAR, following the completion of relevant construction works, lands temporarily acquired will be reinstated and returned to the owner.

The temporary acquisition will also enable access for construction vehicles and associated equipment required to carry out the works.

Section 17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

CIÉ/IE are open to discussing an operational plan at construction stage that would minimise interference with existing business operations.

3. Summary of Issue Raised - Current tenants would no longer be able to use the property for its current permitted use and would be entitled to terminate the existing letting arrangements.

Response to Issue Raised

CIE cannot comment on the commercial and lease arrangements between the property owner and tenants. See also response to Issue 1 above.

4. Summary of Issue Raised - Vehicles would be no longer be able to access the property and the buildings and all circulation routes would be permanently closed, making it impossible for Prime GP6 to let the property to prospective tenants in the future.

Response to Issue Raised

As noted in the response to item 1, the three existing vehicle access points from Jamestown Road will be maintained, ensuring full access to the properties is maintained. It is acknowledged that circulation routes around the buildings will be reduced. CIÉ/IE are open to discussing an operational plan at construction stage that would minimise interference with existing business operations.

Section 17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

5. Summary of Issue Raised - Concern over future development potential due to proposed substratum acquisition (which will affect basements, piling and excavations in the area).

Response to Issue Raised

CIÉ/IE will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

6. Summary of Issue Raised - View is that CIÉ/IE have not fully explored alternative engineering and access solutions. Access for all plant and materials should be provided along the existing Rail corridor itself, or via long standing access points. Engineering solutions for embankment and boundary walls should be applied which fit within the lands already in CIÉ/IE ownership.

Response to Issue Raised

As noted in response to item 1, a clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Details of the proposed construction

methodology are outlined in detail in Chapter 5 of the EIAR. Due to the nature of the proposed works, including the widening of the rail corridor and the construction of localised retaining walls, and carrying out drainage measures, local access from the southern side of the rail corridor is required.

The permanent land acquisition at this location is required to facilitate the widening of the rail corridor. New retaining walls are required at this location due to the level difference between the rail corridor and the adjacent land.

7. Summary of Issue Raised - Request for an Oral Hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively for An Bord Pleanála to decide.

5.2.44. Ref 082 – Mary Kinane

Ref No.082 - Mary Kinane

Submission location – Seven Oaks Apartments, Sarsfield

1. Summary of Issue Raised – Note the mitigation measures in the EIAR to mitigate noise impact of construction works. From consultation with owners, it is clear that these will not be sufficient, and they state that replacement of windows (i.e. triple glazing) on every floor will be the minimum requirement to mitigate noise impacts. In the longer term the increased frequency of trains strengthens the case for noise insulation to be offered.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,

- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised - Request that all CPO compensation is directed to the Seven Oaks Management Company sinking fund, as compensation should be equitably distributed.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.45. Ref 083 – Meghan Roe

Submission location – Kylemore Drive, Ballyfermot

1. Summary of Issue Raised – Concern over lack of station in Ballyfermot. Area will be disrupted with no benefit to the residents of Ballyfermot and surrounding areas.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – Concern that the retaining wall will lead to loss of trees and could encourage dumping – suggestion of planting in-between walls to discourage this. Respondent also expressed concern that the retaining wall will block natural light.

Response to Issue Raised

Due to the nature of the proposed works, vegetation removal will be required. This includes proposals to remove trees at the rear of the property. There are no proposals to remove or replace the existing boundary wall. The property boundary will remain the same. The loss of wooded vegetation, including trees and hedgerows due to construction has been considered and mitigation measures are proposed in the EIAR.

Mitigation measures in the form of proposed planting is illustrated in drawings presented in Volume 4, Appendix 15.1 of the EIAR. These drawings also show the estimated wooded vegetation losses. Proposed planting has had regard for engineering and safety requirements and includes separation distanced from the OHLE on electrified railway lines. At this location there is no scope for replacement planting.

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ. The new wall will be similar in height to the existing boundary and there will not be any significant impact on the level of light in the garden.

3. Summary of Issue Raised – Impacts of construction on property and surroundings (sheds, extensions), and request for compensation should this occur, implications for value of house and house insurance.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance

under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the garden shed or its contents are anticipated as a result of these works. The proposed condition survey will include the shed.

Soil anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IE cannot comment on individual insurance company policies. If the Railway Order is granted, we advise property owners to contact your insurance company directly to appraise them of the project and its impacts to their property.

4. Summary of Issue Raised – Concern over rat infestation

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,

- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Noise and vibration concerns regarding home structure.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A solid parapet atop of the new piled wall is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R28, which predicts a slight to moderate positive impact from this Project).

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

5.2.46. Ref 088 – Nicole Concannon & Jason Byrne

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerns relating to rat infestation due to the proposed works.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.

- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Concerns regarding construction dust and associated health concerns due to dust, particularly in children with allergies, works at Le Fanu Bridge will cause more air pollution.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. This specifically covered the works in the vicinity of Le Fanu Road Bridge. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

3. Summary of Issue Raised – Concern over accidental spillages of fuel, contamination with potentially hazardous substances to the property (specifically garden).

Response to Issue Raised

Works will be carried out from within the railway and direct impacts on the garden are not anticipated.

A Construction Environmental Management Plan (CEMP) has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The contractor will prepare and develop Pollution Prevention Measures such as procedures relating to storage & containment, fuel management procedures, incident and emergency response procedures including provision of spill kits and other measures. Procedures will be made available to all personnel on-site and will be part of site induction training and toolbox talks, where required.

4. Summary of Issue Raised – Concern over noise disruption due to construction works and night-time works, in particular in relation to a family member with sensitivity to noise.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Noise

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decide to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Concerns that retaining wall will impact concrete shed, and what measures are there for property damage, flooding due to the drilling work, access to property for soil nailing, devaluation of the property.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden. The existing boundary wall will remain in place.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

No adverse structural impacts to the garden shed are anticipated as a result of these works. As noted, the drilling works for the anchors will be carried out from the railway corridor. Soil nailing a widely used technique in the construction industry, the contractor will be required to put appropriate measures in place to protect adjoining properties to the worksite, issues with flooding are not anticipated.

6. Summary of Issue Raised – Safety concerns due to gap at back of property, respondent also expressed concern that the retaining wall will block natural light.

Response to Issue Raised

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IÉ.

5.2.47. Ref 090 – Nuala Goodwin

Ref No. 090 – Nuala Goodwin

Submission Location – Woodfield Avenue, Inchicore

1. Summary of Issue Raised – Property impacts relating to concerns over obstruction of future development or damage to existing structure within garden.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to the property owner.

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

It is not anticipated that the existing property boundary wall will need to be demolished to enable construction of the new retaining wall at this location. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – Insufficient detail in relation to vibration monitoring on properties. Concern regarding how noise and vibration will be monitored and how impact will be minimised for communities within close proximity, such as Woodfield.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – how will communities be engaged with during the construction period.

Response to Issue Raised

As part of the construction strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

4. Summary of Issue Raised – Further information required on construction scheduling, specifically if construction could be carried out simultaneously on either side of the line.

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. The nature of the project and also the requirement to maintain operational train services, imposes constraints and limitations on the construction activities and the sequencing of the works. Due to these constraints works cannot be undertaken on both sides of the railway line simultaneously at this location and, furthermore, there will be a requirement for some night-time works. Where possible works will be undertaken in safe zones during daytime

periods. In certain circumstances full possession of the railway (i.e., no trains running) will be required and these will take place during weekend and night-time possessions.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

5. Summary of Issue Raised – Night-time construction work and sleep disturbance. Further mitigation such as triple glazed windows and other safeguards required.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to

reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

6. Summary of Issue Raised – Long-term operational train noise and potential damage to structures with increased vibrations.

Response to Issue Raised

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

7. Summary of Issue Raised – Concern over biodiversity loss and lack of detailed conservation plans, particularly in relation to bats using the rear of the wall as a feeding corridor. Also issue of native plants and insects and a lack of detail on conservation plans in this regard.

Response to Issue Raised

Measures specifying the protection of biodiversity and the mitigation of impacts to biodiversity are set out in Section 8.6 in Chapter 8 Biodiversity of the EIAR. These measures are included to avoid harm to existing wildlife.

As outlined in Section 8.6.2.1.2, a combination of measures for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat and associated potential impacts on bats in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and.
- Reinstatement and enhancement of habitat at proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

The Railway Order application included the EIAR which outlined detailed mitigation measures and a CEMP. These measures outlined above will assist in reducing biodiversity impacts in the vicinity of Woodfield Avenue.

5.2.48. Ref 091 – Onyx Ireland 2021 Propco IV Ltd

Representative: M7 Real Estate Ireland Limited PP

1. Summary of Issue Raised – CPO of Unit 1 Westlink Industrial Estate reduces commercially important visibility of the park. Request that CIÉ/IÉ be responsible for any enhanced advertising required. Construction vehicles would damage the estate road. How will the occupier contribute to the estate service charge? Unit 1 has recently had money invested in it to clad it and is valuable for the higher number of parking spaces. What plans are there for this unit after construction works?

Response to Issue Raised

The permanent acquisition of Unit 1 is required to facilitate the widening of the rail corridor and also the reconstruction of Kylemore Bridge.

In relation to construction traffic, a Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for the management of construction traffic and ensuring that appropriate mitigation measures are implemented to minimise the impact to the local road network.

CIÉ/IÉ will ensure that good effective communications channels between local businesses and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the local businesses and to address any concerns raised during the construction phase.

CIÉ/IÉ is open to further discussion with the property owner in relation to this issue and property related matters generally, without prejudice to his rights under the CPO process, should the Railway Order be granted by An Bord Pleanála.

2. Summary of Issue Raised – Request that CIÉ/IÉ be responsible for any additional security costs.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. This Plan will be further detailed after Railway Order is granted, defining the appropriate security provisions to be addressed during the construction works, including site security measures

3. Summary of Issue Raised – Concerned that substratum soil anchors will negatively impact future development potential as, for example, an apartment complex.

Response to Issue Raised

CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

4. Summary of Issue Raised – Presume that soil anchors will not cause vibrations that will structurally damage property.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

5. Summary of Issue Raised – Is there sufficient space to allow safe emergency access/egress from the properties.

Response to Issue Raised

Safe emergency access/egress from the properties will be maintained. The contractor will be responsible for preparing detailed traffic management plans prior to construction activities commencing.

6. Summary of Issue Raised – Request market value compensation for the 5,884 sq. ft of industrial space and 0.2 acres of surfaced space at Unit 1 and compensation for any works required on Unit 2. Will be seeking costs as part of any compulsory purchase / due diligence during this Railway Order process, in addition to potential increased void periods / impact on rental values that the works may or may not have on the scheme.

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Concerns over commercial impacts from bridge works and traffic changes due to construction. Requested information on any traffic studies that were carried out.

Response to Issue Raised

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed and details of traffic surveys that were undertaken are outlined in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

8. Summary of Issue Raised – Request compensation for loss of occupiers’ trade with such trade to be assessed using a fair measure reflecting a tenant’s trades (excluding trade impacts of Covid 19).

Response to Issue Raised

See response to question 6 above.

5.2.49. Ref 094 – Pamela Lee

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Rebuilt CIÉ/IE personnel bridge (ref OBC5) will reduce privacy and it is requested that the bridge is permanently removed, and workers use alternative route, and concern over boundary treatment/impacts to property expressed.

Response to Issue Raised

The existing bridge serves an important function for the CIÉ/IE staff who use the bridge and contributes to sustainable journeys to and from work.

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes’ (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3.1. Khyber Pass Footbridge of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with three additional design options (Options 1-3) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 5-1 Preliminary Assessment for Khyber Pass Footbridge

Table 8-7 Stage 1:Preliminary Assessment (Sifting) Findings for Khyber Pass Footbridge (UBC4)

Preliminary Assessment (Sifting) for Khyber Pass Footbridge (UBC4)		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four-tracking and electrification with the least amount of work to the Khyber Pass Footbridge (OBC5A) itself.	The addition of another track would result in insufficient horizontal clearance between the tracks and derailment protection walls. It therefore will not deliver project objectives or requirements.
Option 2	Remove the Khyber Pass Footbridge (OBC5) permanently and implement the use of an alternative (existing) pedestrian access route.	Will not deliver project objectives or requirements as it does not maintain functionality.
Option 3	Replace the existing bridge with a new bridge that has increased horizontal and vertical clearance.	Feasible

The Do Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Only Option 3 was found to be feasible and Stage 2 MCA was not required.

In summary, the reconstruction of the Khyber Pass footbridge as outlined in the Railway Order application represents the preferred approach.

The replacement bridge will have a solid 1.8m high parapet and will be fully enclosed, with a perforated steel mesh cover, which will provide an element of screening.

- Summary of Issue Raised – Currently an unused strip of land in a derelict condition that is part of the Seven Oaks Apartment Complex. Propose that this land is used as the building site while works are being carried out to avoid disruption.

Response to Issue Raised

Both temporary and permanent land acquisition will be required in this area, the temporary acquisition will only be required during the construction stage of the project to facilitate works in the area. The permanent acquisition applies to a small strip of land on both sides of the existing access way. This is required to facilitate the replacement of the existing Khyber Pass pedestrian bridge and also to facilitate the widening of the existing access way. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

- Summary of Issue Raised – Reconstruction of the Khyber Pass Footbridge and impact of works to which poses risk to vulnerable children who have specified health conditions.

Response to Issue Raised

A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

4. Summary of Issue Raised – Concern over security risks to property.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. This Plan will be further detailed after Railway Order is granted, defining the appropriate security provisions to be considered during the construction works, including site security measures and prevention of access to neighbouring properties.

5. Summary of Issue Raised – Concern regarding noise and vibration from increased train services.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed along the project boundary in vicinity of your property (Noise Barrier 29, as per Table 14.69). With the proposed noise mitigation measures in place, the noise modelling carried out predicts that operational rail noise at this general location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R21, which predicts a moderate positive impact from this Project).

The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

6. Summary of Issue Raised – Concern over OHLE and associated EMF radiation.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results.

The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits.

Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

In addition, the Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

5.2.50. Ref 095 – Patricia & Derek McFarlane

Submission Location – Kylemore Road, Dublin10

1. Summary of Issue Raised – Concerns over health problems, including chronic asthma, being exacerbated by air pollution from construction work, traffic, and if any trees are removed.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

2. Summary of Issue Raised – Concerns over tree removal.

Response to Issue Raised

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, vegetation losses are required to facilitate the project and at this specific location there is no scope for replacement planting, for space and safety reasons.

3. Summary of Issue Raised – Concerns over increased traffic outside the house.

Response to Issue Raised

As outlined in Chapter 5 of the EIAR, to facilitate the reconstruction of Kylemore Road Bridge a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. North bound traffic will be temporarily routed onto a section of the side road to the front of the property, before re-joining the Kylemore Road adjacent to the intersection with Kylemore Avenue.

Southbound traffic would be routed through a diversion across Le Fanu Bridge. As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed and details of traffic surveys that were undertaken are outlined in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected

durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

4. Summary of Issue Raised – Impacts of the construction process

Response to Issues Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction on site.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5.2.51. Ref 096 – Patrick & Una Manning

Submission location – Murray's Cottages, Sarsfield Road

1. Summary of Issue Raised – Concern over impacts of the works, including drilling installation of ground anchors on mid-19th century house.

Response to Issue Raised

The work in proximity to this dwelling will include construction of a new retaining wall, which will require drilling and installation of soil anchors beneath the property. The rear garden is of limited depth, and therefore construction stage noise and vibration impacts will be unavoidable.

Soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

During the construction period a temporary hoarding will be erected in the garden to effectively shield this property from construction activities.

The Project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. At this stage measures to deal with construction stage impacts will be discussed with the householder. Further consultation will take place with the property owners prior to commencement of construction.

A Community Liaison Officer will be appointed, to guarantee effective continuous communications with the residents, discuss any matters that may be raised and address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

5.2.52. Ref 097 – Patrick Walsh

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Objects to proposed works, already experiences noise from maintenance works which causes disturbance and concerned will mean more maintenance is required. Respondent also raised concerns around construction duration and disturbance.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase.

Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, two tie in works at Ch 10+800 are proposed which is close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

In relation to the project duration, the overall programme of 50 months is required given the scale and complexity of the project. Work will not be continuous in this area, but there will be discrete periods of construction activity required. These will be signalled in advanced by the CLO.

Maintenance Activity

With regard to maintenance activities, this is discussed in Section 14.6.2.5 of the EIAR. To maintain the operational train service, maintenance activities are carried out at night when passenger trains are not running. Some of the activities have the potential to generate noise with a risk of noise disturbance during the activity. There is a risk of brief and short term negative significant noise impacts at sensitive locations near the railway line during essential maintenance works. Section 14.7.3 outlines recommended mitigation measures to be implemented during maintenance works and includes measures such as notifying affected residents in advance of any planned works.

2. Summary of Issue Raised – Information requested on compensation, and concern over devaluation of property highlighted.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.53. Ref 098 – Joseph Mortell (c/o executor Paul O'Brian)

Submission location – Kylemore Drive, Ballyfermot

1. Summary of Issue Raised – Object on the basis that it affects the Executor of the Estates ability to sell or rent the property due to the potential disruption caused by the proposed works, and the limitations of future development potential. If the property cannot be sold it could become liable for vacant property tax.

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.54. Ref 099 – Peter Byrne

Representative – Sudway & Company Limited, Chartered Surveyors

Submission location - Murray's Cottages, Inchicore

1. Summary of Issue Raised – Unclear from the documents provided what the exact nature of the acquisition is and what works will be carried out at the property, and timelines as to how long the works will be carried out at this location.

Response to Issue Raised

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

At PC2 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'The Owner / Occupier'. There was no engagement from the property owner following this letter and a follow up letter was issued in January 2022, also addressed to 'The Owner / Occupier'. Following this, the property owner contacted project email address and the project team responded with information regarding the potential impact to their property.

In August 2022, a letter proposing a meeting was issued to 'Peter Byrne'. The property owner responded, and a meeting was held in September 2023 with 3 representatives from the project team, at which the impact to the property was discussed.

The work in proximity to this dwelling will include construction of a new retaining wall, which will require drilling and installation of soil anchors beneath the property. The rear garden is of limited depth, and therefore construction stage noise and vibration impacts will be unavoidable.

Soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side. The soil anchors will not be visible in the garden.

There is also temporary land acquisition at this location to facilitate the construction of the new retaining and reconstruction of boundary walls. Where properties are subject to temporary acquisition as outlined in Section 17.7.1.1 of the Environmental Impact Assessment Report (EIAR), following the completion of relevant construction works, lands temporarily acquired will be reinstated and returned to the owner.

A temporary hoarding will be erected in the garden to effectively shield the property from construction activities.

The Project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. At this stage measures to deal with construction stage impacts will be discussed with the householder.

A Community Liaison Officer (CLO) will be appointed, to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

In relation to the project duration, the overall programme of 50 months is required given the scale and complexity of the project. Work will not be continuous in the area, but there will be discrete periods of construction activity required. These will be signalled in advanced by the CLO.

2. Summary of Issue Raised – Concerned about the structural integrity of the property and how it will be monitored and protected during the works.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report

3. Summary of Issue Raised – Stated there is no detailed design drawings, timelines or construction detail available and it is their opinion that there is not enough detail for An Bord Pleanála to grant permission.

Response to Issue Raised

The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, application for a railway order. The schedules to the draft railway order submitted with the application clearly set out the extent of the land that will be acquired temporarily and the substratum that will be permanently acquired to facility installation of ground anchors. The overall project construction programme and timelines are presented in Chapter 5 of the EIAR 'Construction Strategy'. A more detailed programme will be developed by the contractor prior to commencement of construction.

4. Summary of Issue Raised – Resident reserves the right to be represented at oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide. CIÉ/IÉ would welcome the participation of the property owner and or his agent at any oral hearing and is in any event open to further engagement with the property owner.

5.2.55. Ref 100 – Philip & Lilian Dalton

Ref No. 100 – Philip & Lilian Dalton

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned over loss of privacy from the removal of mature trees and reconstruction of the Khyber Pass bridge, impacts to boundary wall.

Response to Issue Raised

The existing bridge serves an important function for the CIÉ/IÉ staff who use the bridge and contributes to sustainable journeys to and from work.

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3.1. Khyber Pass Footbridge of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with three additional design options (Options 1-3) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 5-2 Preliminary Assessment Options for Khyber Pass Footbridge

Table 8-7 Stage 1:Preliminary Assessment (Sifting) Findings for Khyber Pass Footbridge (UBC4)

Preliminary Assessment (Sifting) for Khyber Pass Footbridge (UBC4)		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four-tracking and electrification with the least amount of work to the Khyber Pass Footbridge (OBC5A) itself.	The addition of another track would result in insufficient horizontal clearance between the tracks and derailment protection walls. It therefore will not deliver project objectives or requirements.
Option 2	Remove the Khyber Pass Footbridge (OBC5) permanently and implement the use of an alternative (existing) pedestrian access route.	Will not deliver project objectives or requirements as it does not maintain functionality.
Option 3	Replace the existing bridge with a new bridge that has increased horizontal and vertical clearance.	Feasible

The Do Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Only Option 3 was found to be feasible and Stage 2 MCA was not required.

In summary, the reconstruction of the Khyber Pass footbridge as outlined in the Railway Order application represents the preferred approach.

The replacement bridge will have a solid 1.8m high parapet and will be fully enclosed, with a perforated steel mesh cover, which will provide an element of screening.

2. Summary of Issue Raised – It is requested that instead of expanding the Khyber Pass laneway westward towards household gardens, it is expanded eastward as there is unused ground there in the apartment complex.

Response to Issue Raised

Both temporary and permanent land acquisition will be required in this area, the temporary acquisition will only be required during the construction stage of the project to facilitate works in the area. The permanent acquisition applies to a small strip of land on both sides of the existing access way. This is required to facilitate the replacement of the existing Khyber Pass pedestrian bridge and also to facilitate the widening of the existing access way. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

3. Summary of Issue Raised – Concern over security risks to property.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. This Plan will be further detailed after Railway Order is granted, defining the appropriate security provisions to be considered during the construction works, including site security measures and prevention of access to neighbouring properties.

4. Summary of Issue Raised – Reduction of shrubbery and trees will be a loss of amenity and reduce privacy from the neighbouring Seven Oaks apartments.

Response to Issue Raised

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

Planting mitigation and vegetation to be retained is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23838 to DP-04-23-DWG-RO-TTA-23854).

5.2.56. Ref 107 – Rosemarie Lynch

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Have been given conflicting information regarding the construction of a retaining wall. Concerned about the reduction of light caused by the wall.

Response to Issue Raised

The current design does not include a retaining wall at this location. It is, however, proposed to install a new acoustic barrier along the rail corridor in the vicinity of the property. The final design of the acoustic barrier and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. A visual impact assessment has been carried out

based on the proposed works, details of the assessment are outlined in Chapter 15 of the EIAR. There will be no significant impact on the levels of light in the property.

2. Summary of Issue Raised – Concern over potential property damage from soil anchoring and measures are being put in place for future damage?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised – Will CIÉ/IE provide legal advice?

Response to Issue Raised

CIÉ/IE cannot provide legal advice to property owners.

We can, however, confirm that if the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

4. Summary of Issue Raised – Concern over operational noise pollution.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6. of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 3.5m high noise barrier is proposed along the project boundary at the rear of the property. Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

5. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

5.2.57. Ref 108 – Sean Smallhorne

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Requests sound-insulating windows and external doors to mitigate noise pollution while works are in progress and for long term noise impacts when trains are operational.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to

address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Confirm if there will be compensation to Seven Oaks for CPO of land either by the management company sinking fund or directly to residents.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.58. Ref 109 – Seven Oaks Management Company Ltd

Representative - Access Property Services

1. Summary of Issue Raised – Note the mitigation measures in the EIAR to mitigate noise impact of construction works. From consultation with owners, it is clear that these will not be sufficient, and they state that replacement of windows (i.e. triple glazing) on every floor will be the minimum requirement to mitigate noise impacts. In the longer term the increased frequency of trains strengthens the case for noise insulation to be offered.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Request that all CPO compensation is directed to the Seven Oaks Management Company sinking fund, as compensation should be equitably distributed.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.59. Ref 112 – Teresa Galvin

1. Summary of Issue Raised – Concerns regarding construction noise and disturbance, operational noise due to increased frequency of trains and closer to the boundary, removal of trees as a noise buffer.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against

the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. In summary, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

2. Summary of Issue Raised – Security concerns regarding the rear of the house during construction and operation.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. This Plan will be further detailed after Railway Order is granted, defining the appropriate security provisions to be considered during the construction works, including site security measures and prevention of access to neighbouring properties.

3. Summary of Issue Raised – The visual impact of the tree removal and privacy.

Response to Issue Raised

CIÉ/IÉ acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line between Cherry Orchard and Khyber Pass Footbridge is referenced in Table 15.23 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

The effects on visual amenity of residents of groups of dwellings during year 1 of operation, referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity, includes the above location and states the following:

‘Residents of dwellings are estimated to attain short range views of the Project, in particular from second storey windows. In some cases, these views will be attained in the context of an existing railway line. In some cases, the absence of wooded vegetation, removed during construction, is estimated to reveal short range views of the existing railway line along with the proposed OHLE and with proposed noise barriers in the foreground. In some cases, additional elements such as reconstructed or modified bridges may be visible. Some residents of individual dwellings will be directly affected and may experience profound significant adverse visual effects.’

Mitigation during operation is reported in Section 15.6.3 of EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. In some locations, it is possible to retain existing vegetation, or to introduce replacement planting. At this particular location, the mitigation drawings indicate vegetation losses as required to facilitate the project and there is no scope for replacement planting.

4. Summary of Issue Raised – Not consulted on security cameras which will have full view of the rear of the property.

Response to Issue Raised

CIÉ/IÉ respects the privacy of our neighbours and is committed to protecting it. The security camera referred to is located at Inchicore Works. Inchicore Works/ Depot provides several facilities for the maintenance of trains (InterCity trains) and the track infrastructure and offices for CIÉ/IÉ. In accordance with General Data Protection Regulation (GDPR) the security camera is focused on the Inchicore Works depot facility and covers the “running shed” area of the Inchicore Works.

5. Summary of Issue Raised – Concerned about disturbance of animals (birds, rats, mice, cats, foxes, badgers) that may migrate closer to the property.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

- The CLO will be available at all times during the construction phase if any issues arise.
6. Summary of Issue Raised – Concerned about impacts to property and its value, including disturbance to structural integrity of the property, future development potential, future resale and reduced value

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

7. Summary of Issue Raised – Request assurances on the length of disruption and implications to house insurance policy.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The CEMP in Section 2.2, states that the overall construction programme is expected to take 50 months, construction is expected to commence in mid-2025.

The CEMP will be a key construction contract document and post planning, the contractor will take ownership of the CEMP to ensure commitments included in the statutory approvals are adhered to and that it integrates the requirements of the CEMP. It is intended that the CEMP will be a “live” document which will be reviewed prior to and updated during construction according to site specific

conditions on the project and to reflect current construction activities, manage environmental risks and mitigation.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/IÉ cannot comment on individual insurance company policies. If the Railway Order is granted, we advise property owners to contact their insurance company directly to appraise them of the project and any potential impacts to their property.

5.2.60. Ref 114 – Thomas Moroney

1. Summary of Issue Raised – Concerns regarding construction noise and disturbance, operational noise due to increased frequency of trains and closer to the boundary, removal of trees as a noise buffer

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed

engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The presence of foliage on trees and shrubs potentially has several effects from a noise perspective, firstly the rustling of foliage may mask noise from other sources. Secondly, the trees may block line of sight to the railway which may impact on an individual's subjective response to the noise. Thirdly, the foliage of trees and shrubs may provide a small amount of attenuation. In summary, the foliage of trees only provides a small amount of attenuation to noise and only if the foliage is sufficiently dense to completely block the view along the propagation path. There is insufficient space due to technical and safety considerations to include replacement tree planting at this location.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a slight positive impact. This is summarised in Table 14.70 of the EIAR (location R23).

2. Summary of Issue Raised – Security concerns regarding the rear of the house during construction and operation

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the Railway Order application. The contractor will take ownership of the CEMP once appointed and will be responsible for providing appropriate security provisions during the construction works including site security measures and prevention of access to neighbouring properties.

3. Summary of Issue Raised – The visual impact of the tree removal and privacy

Response to Issue Raised

CIÉ/IÉ acknowledges that there will be a loss of vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line between Cherry Orchard and Khyber Pass Footbridge, referenced in Table 15.23 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

The effects on visual amenity of residents of groups of dwellings during year 1 of operation, referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity, includes the above location and states the following.

‘Residents of dwellings are estimated to attain short range views of the Project, in particular from second storey windows. In some cases, these views will be attained in the context of an existing railway line. In some cases, the absence of wooded vegetation, removed during construction, is estimated to reveal short range views of the existing railway line along with the proposed OHLE and with proposed noise barriers in the foreground. In some cases, additional elements such as reconstructed or modified bridges may be visible. Some residents of individual dwellings will be directly affected and may experience profound significant adverse visual effects.’

Mitigation during operation is reported in Section 15.6.3 of EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. In some locations, it is possible to retain existing vegetation, or to introduce replacement planting. At this particular location, the mitigation drawings indicate vegetation losses as required to facilitate the project and there is no scope for replacement planting.

4. Summary of Issue Raised – Not consulted on security cameras which will have full view of the rear of the property.

Response to Issue Raised

CiÉ/IÉ respects the privacy of our neighbours and is committed to protecting it. The security camera referred to is located at Inchicore Works. Inchicore Works/ Depot provides several facilities for the maintenance of trains (InterCity trains) and the track infrastructure and offices for CiÉ/IÉ. In accordance with General Data Protection Regulation (GDPR) the security camera is focused on the Inchicore Works depot facility and covers the “running shed” area of the Inchicore Works.

5. Summary of Issue Raised – Concerned about disturbance of animals (birds, rats, mice, cats, foxes, badgers) that may migrate closer to the property. Increased risk of rodent infestation.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CiÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised – Concerned about impacts to property and its value, including disturbance to structural integrity of the property, future development potential, future resale and reduced value and damage/disturbance of a shed at the rear of the property

Response to Issue Raised

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not

envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

Additionally, no adverse structural impacts to the garden shed or its contents are anticipated as a result of these works. The proposed condition survey will include the shed.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

5.2.61. Ref 115 – Tracy Humphreys

Submission location – Kylemore Drive, Kylemore

1. Summary of Issue Raised – Questions regarding how far the soil anchors will go into the garden and if they will affect the house extension, foundations, or shed.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued. The soil anchors will extend just beneath the rear wall of the house, but at a significant depth.

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition

survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

No adverse structural impacts to the garden shed or its contents are anticipated as a result of these works. The proposed condition survey will include the shed.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

2. Summary of Issue Raised – What will noise levels be during construction when work is carried out and when trains are operational? Concerns over vibrations from existing trains and addition due to extra trains.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ Southwest Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR. At this location, construction works such as construction of a retaining wall along the railway will be 'transient' in nature, with equipment moving gradually along the railway line as works proceed.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to your dwelling. The noisiest activity occurring in proximity of the dwelling is piling.

The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures (including site compounds and retaining walls) to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Piling will occur to the rear of the dwelling during daytime periods and mitigation measures are outlined in Section 14.7.1 of Chapter 14 of the EIAR.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

Night-time time works are proposed in the vicinity of your dwelling:

- Preparation of piling platforms on the north side of the tracks in this general location.
- Some elements of work for Kylemore Bridge (approximately 150m away) and Le Fanu bridge (approximately 285m away). Further details are presented in Section 14.6.1.8 of Chapter 14 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A solid parapet atop of the secant pile wall is proposed along the project boundary at the rear of the property. The operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R28, which predicts a moderate positive impact from this Project).

Operational Vibration

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration is arising from the proposed Project during the operational phase.

3. Summary of Issue Raised – Will a Ballyfermot station be built.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.2.62. Ref 117 – Trevor Woods

Submission location – Seven Oaks Apartments, Sarsfield Road

1. Summary of Issue Raised – Concerns over operational and construction noise. Request replacement triple glazed windows and door.

Response to Issue Raised

Construction Noise

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be

managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase.

Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

In addition to general requirement for night-time possessions, there are two tie-in works proposed close to Seven Oaks Apartments. It is also proposed to replace the existing Khyber Pass Footbridge with a new bridge including new piers and ramps/stairs. All works can take place in safe zones adjacent to the works until such time as the main bridge span is lifted into place. This main span lift will require night-time possession and it will occur over one night. Given the short duration of the works, the significance of effect is assessed to be moderate.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project are presented in Section 14.6.2 of the EIAR.

The metric used is LAeq, a weighted equivalent sound energy over a time period. The LAeq metric includes both the sound level and the duration of the sound in order to account for the intermittent nature of rail noise.

Although there will be an increase in the LAeq noise levels over a 16-hour daytime period and 8-hour night-time period at some noise sensitive locations (due to more and longer trains during the period), it is worthwhile noting that the introduction of EMUs will not increase the peak noise level experienced at noise sensitive locations when each train passes by, as the new trains are quieter than the current ones.

Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the assessment is presented in Sections 14.6.2 and 14.7.3.

For locations where a significant effect is identified, the project will prioritise engineering solutions to address the noise impact within the Project boundary, complemented by additional sound attenuation mitigation measures, if necessary.

2. Summary of Issue Raised – Concerns over the trees near the Khyber Pass lane, and question posed wondering if trees will be protected/surveyed along with biodiversity before construction starts

Response to Issue Raised

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR.

At this specific location, the landscape mitigation drawings, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP- DP-04-23-DWG-RO-TTA-23851, (Sheet 12 of 17) indicate vegetation losses are required to facilitate the project and there is some replacement planting proposed.

A Landscape and Visual Amenity assessment has been prepared and is included in Chapter 15 of Volume 2 of the EIAR. Mitigation measures are included in Section 15.6.2 and includes “an arboriculture survey, impact assessment and tree constraints plan will be prepared and made available for the proposed Project in advance of construction. This will be fully updated at the end of the construction phase, with any recommendations for on-going monitoring of retained trees during the operational phase”.

The project team has undertaken extensive work in relation to ecology in the development of the EIAR and draft Railway Order application. This includes scoping the most sensitive and important habitat areas, undertaking extensive monitoring, carrying out ecological assessment of the potential impacts of the project, and including mitigation measures to protect ecology where necessary. This is presented in Chapter 8 Biodiversity of the EIAR.

Mitigation, as outlined in Section 8.6.3.1.2 requires a pre-construction ecology survey be carried out at least one month in advance, but no greater than six months in advance, of commencing any enabling or advance works.

3. Summary of Issue Raised – Question regarding light level impacts due to Khyber Pass Footbridge replacement works.

Response to Issue Raised

The replacement bridge will have a solid 1.8m high parapet and will be fully enclosed, with a perforated steel mesh cover, which will provide an element of screening. The replacement bridge will be similar in scale to the existing and there will not be any significant impact on the level of light in this garden.

4. Summary of Issue Raised – What is the proposed compensation for residents/owners for compulsory and temporary land purchase orders.

Response to Issue Raised

If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5.2.63. Ref 118 – Vardis Group

Submission location – Kylemore Business Park

The Owner and Landlords have made a separate submission as Marlet Property Group (Ref 081), an associated company of Prime GP6 Limited (Prime GP6).

1. Summary of Issue Raised – Concern that permanent land take will result in sterilisation of property and letting arrangements would have to be terminated, and access to the property would no longer be available.

Response to Issue Raised

The submission relates to the following land acquisition:

- DSW.18832.T.280(C) - Temporary acquisition (0.193ha)
- DSW.18832.P.280(B) - Permanent acquisition (0.058ha)
- DSW.18832.S.280(S) - Substratum acquisition (0.110ha)

The permanent land acquisition at this location is required to facilitate the widening of the rail corridor. Situated adjacent to CIÉ/IE Inchicore Works, this is a technically complex and challenging location for the project. The project team aimed to minimise land acquisition at all times. The proposed acquisitions are necessary for track alignment, construction of retaining walls, and completion of drainage requirements. There are no alternatives available.

Chapter 17 of the EIAR provides an assessment of the significance of impact on non-agricultural property. This assessment identified that the permanent acquisition of land 18832.P.280(B) will

results in a permanent reduction of land as a requirement to accommodate track modifications and associated track edge retaining walls. Boundary walls will be reconstructed on top of the new retaining walls to limit further impact (page 17-31) and the significance of this impact is deemed to be “Significant”, however the use of the property can continue.

Whilst it is acknowledged that the permanent acquisition 18832.P.280(B) involves the acquisition of a strip of land adjacent to the rail corridor reducing the amount of circulation around the properties, the three existing vehicular access points to both properties (7 & 8 Kylemore Business Park) will be maintained. The main building structures will not be impacted by the proposed works. Consequently, the property will not be ‘sterilised’ by the permanent acquisition of land as has been claimed.

The permanent acquisition of substratum land 18832.S.280(A) is required for retaining wall anchors and the assessment in Chapter 17 identified that the significance of this impact is deemed to be “Slight”. The temporary acquisition of land 18832.T.280(C) is required for the construction of sewer diversion and for demolition of old and finishing of new boundary wall on top of retaining wall (page 17-40). The assessment identified that the significance of this impact is deemed to be “Slight”. Where properties are subject to temporary acquisition as outlined in Section 17.7.1.1 of the EIAR, following the completion of relevant construction works, lands temporarily acquired will be reinstated and returned to the owner.

The temporary acquisition will also enable access for construction vehicles and associated equipment required to carry out the works.

Section 17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

CIÉ/IÉ is open to discussing an operational plan at construction stage that would minimise interference with existing business operations.

Based on the current design, soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance. Installation of soil anchors will be completed from the track side. The soil anchors will not be visible.

CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society

of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Request for an Oral Hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

5.3. Zone C

There were no submissions received from landowners in Zone C.

5.4. Zone D

5.4.1. Ref 002 – Áine Kelly

Submission Location – St. Attracta Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication, with residents receiving different communications and posted material had incorrect addressee names.

Response to Issue Raised

CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches.

The project team has, for example, engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a letter and leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted and the Project Team issued an explanatory letter and proposed a meeting. A virtual meeting with the property owner was held with three members of the Project Team in October 2022.

In some cases, this data was found to be out-of-date which is a matter outside the control of CIÉ/IÉ.

The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English.

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

5. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been

made aware of any mapping updates that would have a material impact on the Railway Order application.

6. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

7. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

8. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently, and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual

amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

14. Summary of Issue Raised – Health concerns over electrification of lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side, and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

16. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

17. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.2. Ref 007 – Amanda Vaughan

Submission Location – Bannow Road, Cabra

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication and posted material had incorrect addressee names.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with the property owners since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to ‘William Bolger & Amanda Vaughen’, and proposed a meeting. There was no engagement from the property owners following this letter and a follow up letter was issued in November 2022, also addressed to ‘William Bolger & Amanda Vaughen’. There again was no engagement from the property owners following this letter.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners’ names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

5. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

6. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences and annual surveys until 5 years after construction is complete.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

It is considered that once the condition survey following the conclusion of the construction works is completed, further annual surveys, as proposed by the property owner, would not be necessary.

7. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to this property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent. A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IE cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

8. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the

construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the

most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

14. Summary of Issue Raised – Health concerns over electrification of lines

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side, and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. A condition survey will be carried out pre and post construction works which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

16. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

17. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.3. Ref 008 – Angela Palmer

Submission location – Sunnybank Apartments, Islandbridge

18. Summary of Issue Raised – Concerns over the financial impact on the property owner. The owner lists a number of concerns which may impact rental income and property valuation including; loss of rental income, rental reduction requests due to the works noise and power disruption, ability to maintain renters, quality of life for renters during proposed period of works, the longer-term impact on rental income and valuation of property due to the increase in train capacity on the railway line, impact of construction site apparatus and overhead lines visible from apartment windows on the landscape .

Response to Issue Raised

If the Railway Order is confirmed, Statutory Notices will be served on the owners of the common areas only, and it is they who would be entitled to any compensation arising.

If the Railway Order is granted compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice sent.

More information on CPOs and compensation is available on the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

19. Summary of Issue Raised – Concerns over environmental impacts during railway works (noise levels, decline in bird life and air quality).

Response to Issue Raised

- The Environmental Impact Assessment Report (EIAR) submitted as part of the Railway Order application for the DART+ South West assesses the potential effects of the project on the environment. The EIAR chapters provide an impact assessment on the environmental factors in accordance with EIA Directive 2011/92/EU, as amended (the 'EIA Directive'). In relation to the aspects of the environment mentioned in this submission, these are covered under the following EIAR Chapters:
- Birds: Chapter 08 Biodiversity.
- Air quality: Chapter 12 Air Quality.
- Noise levels: Chapter 14 Noise & Vibration.
- Landscape and Visual effects: Chapter 15 Landscape & Visual.

Where significant effects have been identified within these EIAR Chapters, appropriate mitigation and monitoring measures have been developed to reduce the potential negative effects of the DART+ South West project on the environment. Similarly, the Natura Impact Statement submitted with the application for a railway order assessed whether the proposed Project, alone or in-combination with other plans and projects, would have an adverse effect on the integrity of any European site(s) in view of best scientific knowledge and the Conservation Objectives (CO) of the site(s). It was concluded that provided mitigation measures were implemented in full the proposed Project, either individually or in combination with other plans or projects, would not adversely affect the integrity of any European sites.

In addition, a Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The contractor will take ownership of the CEMP once appointed and will have responsibility to deliver on the mitigation measures outlined in the Environmental Impact Assessment Report and conditioned as part of the Railway Order approval. The CEMP will inform the construction on site.

20. Summary of Issue Raised – Concerns over power interruptions.

Response to Issue Raised

It is acknowledged that due to the Project, there may potentially be an impact on existing utilities along the route, such as gas, power or water pipes, drainage structures, telecoms equipment, etc, although it is not anticipated that power interruptions will occur as a result of the project. The treatment of utilities in the temporary and permanent situations has been carefully considered during the development of the design of the DART+ South West Project. From a design perspective, engagement with utility providers has been carried out. This early engagement established open communication with the utility providers to determine the location and details of existing utilities, the identification of high risk and/or high value utilities, assets, development and agreement of diversion proposals. Further engagement will be undertaken at the post-planning stage. Section 18.6.1 of the EIAR details the mitigation measures that will be implemented during the construction phase and includes careful planning of where works to utility infrastructure by appointed contractor to minimise any impact on end users.

21. Summary of Issue Raised – Impact of construction site apparatus and overhead lines visible from apartment windows on the landscape.

Response to Issue Raised

There will be changes to some residential views as a result of the introduction of the overhead line equipment. Residents of Sunnybank Apartments on Conyngham Road attain views in a southerly direction of part of the River Liffey Corridor and railway line crossing at Liffey Bridge (UBO1) along with part of Heuston Yard against the backdrop of The Royal Hospital Kilmainham in the distance.

Residents of dwellings are estimated to attain partial view of the Project in the context of the existing railway line including Liffey Bridge (UB01) and Heuston Yard with some wooded vegetation in the foreground. Views are estimated to be attained of the proposed OHLE on Liffey Bridge in the foreground. Further afield, part of Heuston West Station and modifications within Heuston Yard, including OHLE will be partially visible.

Photomontages from VP16 illustrate visual changes on the Liffey Bridge, at Year 1 and Year 15 (albeit not taken from Sunnybank).

22. Summary of Issue Raised – Impact of construction on main road accessibility for resident car users and accessibility to apartment through communal areas due to temporary acquisition order on apartment.

Response to Issue Raised

The temporary land acquisition (18834.T.289(B)) is required for the construction of OHLE poles and the running of cables between poles between the Liffey Bridge and Conyngham Road. Section

17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

5.4.4. Ref 011 – Anne, William, & Caroline Cumiskey

Submission location – Bannow Road, Cabra

1. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Insufficient communication, with residents receiving different communications and posted material had incorrect addressee names.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with these property owners since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to ‘Anne Cumiskey and William Cumiskey’, and proposed a meeting. A second copy of the letter, addressed to ‘The Owner / Occupier’ was also issued to this property. There was no engagement from the property owners following this letter and a follow up letter was issued in November 2022, also addressed to ‘Anne Cumiskey and William Cumiskey’ and ‘The Owner / Occupier’. There again was no engagement from the property owners following this letter.

More generally in relation to communications, CIÉ/IE has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IE notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners’ names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IE. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

3. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

5. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

7. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

8. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures Request that noisy soil nailing take place during weekday working hours.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise

sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any conditions, modifications, restrictions or requirements required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Respondent noted that particular family members have health conditions and chronic illnesses. The family has concerns about the extent of the works, how it will affect the physical and mental health of particular family members.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are, referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

14. Summary of Issue Raised – Health concerns over electrification of lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of

the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

16. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

17. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published

by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot and Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.5. Ref 013 – Barbara Carberry

Submission Location – Bannow Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Concerns over the clarity of information provided, difficult to understand the impact to property.

Response to Issue Raised

CIÉ/IE is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Barbara Carberry' and proposed a meeting. The property owner contacted the project phone line, and a virtual meeting was scheduled for October 2022. The property owner did not attend the scheduled meeting. The project team followed up with a letter and two phone calls in November 2022 to attempt to reschedule the meeting.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

3. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

4. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

5. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

6. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any settlement of a claim for compensation would be in full and final settlement of all matters at the time of the settlement.

7. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

8. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address

any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

9. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Requests a commitment that soil nailing works will only be completed during weekday working hours (09:00 – 17:00).

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

10. Summary of Issue Raised – Health concerns regarding air quality, will impact on an existing health condition.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

11. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are, referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity, and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

12. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

13. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.6. Ref 018 – Caroline McGrotty

Submission Location – Claremont Lawns, Glasnevin, Dublin 11

1. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential. No information has been received on the depth of the CPO for substratum land rights, nor mention of compensation that may be offered in accordance with Rule 17, introduced by section 48 of the Planning and Development (Strategic Infrastructure) Act 2006 and the Acquisition of Land (Assessment of Compensation) Act, 1919.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, including the statutory provisions cited, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

3. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

4. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

5. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

6. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against

the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

8. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

9. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation,

population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

10. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

11. Summary of Issue Raised – Health concerns over electrification of lines

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

12. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 4, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

13. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

5.4.7. Ref 023 – Claire Flahavan

Submission location – Riverpark Apartments, Islandbridge

1. Summary of Issue Raised – Concerned over construction noise and the lack of detail regarding how advanced communication will be done with residents regarding noise. Request the timely provision of information throughout construction.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are

exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise. CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Concerned about impact on wildlife/ ecology – noted the asset of the location with view of the wild hedgerows on the river Liffey bank directly opposite. Hedgerow supports rich ecosystem ranging from birdlife (moorhens, kingfishers, and cormorants), range of other nesting birds, small mammals including otters and foxes. Request that this habitat be kept intact, and that works be timed to avoid nesting seasons.

Response to Issue Raised

The project team has undertaken extensive work in relation to ecology in the development of the EIAR, the Natura Impact Statement and draft Railway Order application. This includes scoping the most sensitive and important habitat areas, undertaking extensive monitoring, carrying out ecological assessment of the potential impacts of the project, and including mitigation measures to protect ecology where necessary. This is presented in Chapter 8 Biodiversity of the EIAR.

As shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP- DP-04-23-DWG-RO-TTA-23851, Sheet 14 of 17) the hedgerow is to be retained for the Project construction and operation phases.

In addition, Section 8.6.2.1.5 of Chapter 8 Biodiversity of the EIAR details the requirement for any vegetation removal across the Project to avoid the bird nesting season (March to August, inclusive).

5.4.8. Ref 031 – Deirdre Cullen

Submission Location – Faussagh Avenue, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Insufficient communication that did not specify impacts to property i.e. the impact if to sell the property of any future building works.

Response to Issue Raised

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter and proposed a meeting. One of the recipients contacted the project team following this however they were not interested in a meeting with the project team at that time. Following service of the Railway Order notification pack contact was made on behalf of the property owner with the project team to get information regarding the impact to the property.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Soil anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

3. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

4. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

5. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

6. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

7. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address

any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

8. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request that a commitment is provided that works causing significant noise will only be completed during weekday working hours (09:00 – 17:00).

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

9. Summary of Issue Raised – Request information on works and structures that will impact line of sight from the property.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

10. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 5, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

11. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin

Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

12. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.9. Ref 033 – Deiric Ó Broin

Submission Location – Cabra Drive, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English.

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Insufficient communication, with information pack addressed to previous owners.

Response to Issue Raised

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Deiric and Kathleen O'Broin', and proposed a meeting. In September 2022, members of the project team met with the owner of this property at a group meeting held in a neighbouring property.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

5. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

6. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

7. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available? Request that any damage to boundary walls during soil nailing will be repaired immediately to the standard of the current walls, to ensure security of property is not compromised.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the boundary walls are anticipated as a result of these works. The proposed condition survey will include the boundary wall.

CIÉ/IÉ cannot, in any event, advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

8. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soil anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00) and that soil nailing be carried out on both sides of the line simultaneously to limit disruption to residents.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions and requirements required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts and light pollution

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. The sensitivity of the viewer is considered to be High.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

With respect to light pollution, Section 5.1.6 of the CEMP details lighting requirements during the construction phase and states that site lighting will typically be provided by tower mounted temporary portable construction floodlights. The floodlights will be cowled and angled downwards to minimise light spillage outside of works areas and to surrounding properties. Section 5.1.6 further details measures that will be applied in relation to site lighting including Artificial lighting will be shut off at

night when not in use or when works cease at the end of the day in order to minimise the effects of light pollution and disturbance to nocturnal species.

14. Summary of Issue Raised – Health concerns over electrification of lines

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Security of the works area.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The contractor will be responsible for providing appropriate security provisions during the construction works including site security measures and prevention of access to neighbouring properties.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase.

16. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from

the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

17. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

18. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot and Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.10. Ref 036 – Dublin Cemeteries Trust

Submission location – Glasnevin Cemetery, Dublin 11

1. Summary of Issue Raised – Documents provided do not agree with previous discussions regarding car parking space required and access for funeral services to St. Paul's Section of Glasnevin Cemetery.

Response to Issue Raised

CIÉ/IE has previously engaged with Dublin Cemeteries Trust while preparing the draft Railway Order, including meetings in October and November 2022 during which the cemetery activities and requirements were discussed. The project team investigated alternative options at this location, and

found that the current proposal, which involves a temporary interruption to vehicular access to St. Paul's, was the most practical solution.

CIÉ/IÉ has committed to managing the construction stage of the DART+ South West project so that the impact on the Cemetery and funeral proceedings are minimised. The duration of the bridge closure will be kept to a minimum.

The proposed temporary pedestrian bridge will be sufficiently wide to accommodate access for pedestrians (and carrying of remains) during the period of its use. CIÉ/IÉ will agree details of access arrangements with Dublin Cemeteries Trust, with a view to making the temporary arrangements practical and dignified.

Due to the nature of the works, there will be a short-term impact on availability of car-parking and impacts on vehicular access to the St. Paul's section of the Cemetery. The project design and phasing has been planned to minimise the level and duration of impact. CIÉ/IÉ will continue to liaise with Dublin Cemeteries Trust in order to develop an operational plan for the construction phase that minimises impacts to the fullest extent possible, and enables a dignified access to the cemetery.

2. Area identified for works compound is different to previous communications and need to be agreed. The temporary pedestrian bridge needs to be wide enough to facilitate remains being carried by families into the cemetery to ensure dignified unhindered access. Dimensions of this need to be clarified.

Response to Issue Raised

The works compound location is dictated by the presence of the bridge and will be positioned largely in the same location as discussed with Dublin Cemeteries Trust. The scale and position of the compound has been optimised to find the most practical solution that enables railway works to be undertaken safely while minimising impacts on cemetery operations. The proposed temporary pedestrian bridge will be sufficiently wide to accommodate access for pedestrians (and carrying of remains) during the period of its use. CIÉ/IÉ will agree details of access arrangements with DCT, with a view to making the temporary arrangements practical and dignified.

3. Summary of Issue Raised – Alternative car parking to be provided outside the gates to allow attendance at funerals.

Response to Issue Raised

A number of parking spaces at St Paul's will be unavailable during bridge works at this location. CIÉ/IÉ has sought to minimise the area involved and the duration. CIÉ/IÉ will collaborate with Dublin Cemeteries Trust and with Dublin City Council to examine alternative parking arrangements during the construction period. The construction stage environmental management plan will address access and parking in more detail.

5.4.11. Ref 045 – Frances Moss

Submission Location – Bannow Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IE representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IE is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication, with resident stating impacts to their property are unclear and that the documentation pack received had incorrect addressee names.

Response to Issue Raised

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter and proposed a meeting. The property owner contacted the project phone line on 31 August 2022 following receipt of this letter. The property owner declined the offer to meet with the project team and requested information via email. The project team spoke with the property owner, on the phone and via email, multiple times throughout September and October 2022. The property owner declined further offers to meet with the project team.

In March 2023, during the statutory consultation period, Councillor Cieran Perry requested a meeting with the project team and residents in the Cabra area. The project team agreed and arranged a virtual meeting for 4 May 2023. This meeting was attended by 3 representatives of Bannow and St. Attracta's Road Residents Association (including this property owner), Councillor Perry and 3 members of the project team.

More generally in relation to communications, CIÉ/IE has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IE notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IE. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English.

Response to Issue Raised

CIÉ/IE is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

5. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available? Request that any damage to boundary walls during soil nailing will be

repaired immediately to the standard of the current walls, to ensure security of property is not compromised.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the boundary walls are anticipated as a result of these works. The proposed condition survey will include the boundary wall.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IE cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

7. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

8. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address

any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

9. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00) and that soil nailing be carried out on both sides of the line simultaneously to limit disruption to residents.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is

operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

10. Summary of Issue Raised – Concerned about impacts of the works in relation to dust and air quality. Respondent refers to the tests that were conducted and that the air quality already does not meet regulatory standards and in effect negates any further impact. Respondent also refers to Section 14.4 of the Non-Technical Summary of the EIAR which states, “during the construction phase there is potential for very significant and profound negative residual effects at a small number of locations”, and that the locations could not be provided by CIÉ/IE.

Response to Issue Raised

The issue raised appears to be based on a misunderstanding of the information presented. The Air Quality assessment is presented in Volume 2 Chapter 12 of the EIAR. It is intended that the EIAR is read alongside the EIAR Non-Technical Summary (NTS) (Volume 1), which provides a brief non-technical overview of the information presented in the EIAR (Volume 2) and appendices and the proposed Project drawings (Volumes 3 and 4).

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally (refer to Section 12.5). In addition, the assessment considered the impact of construction dust (12.5.1.4).

Section 12.4 of the EIAR describes in detail the nature of the receiving environment to establish baseline air quality. With reference to the air quality tests, the baseline ambient air quality environment was characterised through a desk study of publicly available published data sources (EPA and local authorities) and baseline ambient monitoring surveys undertaken in the area (relevant monitoring data from other transport projects in the Dublin Area including DART+West, MetroLink and BusConnects). The baseline data results for levels of nitrogen dioxide (NO₂) from EPA continuous monitoring stations show that the concentration at the city centre location represented by St. John’s Road near Heuston Station were in exceedance of the limits for 2018/2019. This baseline data informed the air quality assessment.

Section 12.5 of the EIAR elaborates on the potential impacts of construction and operation phases. Analysis of nitrogen oxides and dust particulate matter was conducted relative to multiple standards including the statutory limit and the WHO guidelines for those pollutants. Furthermore, areas impacted by construction traffic road diversions are denoted in Section 12.5.1.2 of the EIAR. Localised traffic related emissions during the construction or operational phase were not found to produce significant impacts on local air quality.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

In relation to the issue of Section 14.4 of the Non-Technical Summary, this relates specifically to Chapter 14 Noise & Vibration. Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment. The noise assessment concluded that a limited number of properties will experience a residual noise impact as a result of the proposed Project. The locations are in the Inchicore/ Kilmainham vicinity, where there is a four-track configuration and different levels of rail traffic, amongst other factors.

11. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

12. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.12. Ref 053 – Jackie & David Donohoe

Submission Location – Bannow Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication with residents. The full impact on the property was unclear until the full pack, which was lengthy, was received.

Response to Issue Raised

The project team proactively contacted and sought to directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'The Owner / Occupier' and proposed a meeting. There was no engagement from the property owner following this letter and a follow up letter was issued in November 2022, also addressed to 'The Owner / Occupier'. There again was no engagement from the property owner following this letter.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

As part of the communication strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

5. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IE cannot, in any event, advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

6. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00).

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

8. Summary of Issue Raised – Health concerns regarding dust due to an existing health condition.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

9. Summary of Issue Raised – Request information on works and structures that will impact line of sight from the property.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. The sensitivity of the viewer is considered to be High.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29

EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

10. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

11. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.13. Ref 054 – Jacqueline Kelly

Submission Location – St. Attracta Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IE representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication and posted material had incorrect addressee names.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to ‘Jacqueline and Tony Kelly’, and proposed a meeting. A second copy of the letter, addressed to ‘The Owner / Occupier’ was also issued to this property. There was no engagement from the property owner following this letter and a follow up letter was issued in November 2022, also addressed to the property owners and ‘The Owner / Occupier’. There again was no engagement from the property owner following this letter.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners’ names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS

surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

5. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available? Substratum is going under a structure that is already standing. How is this going to affect that structure?

Response to Issue Raised

No adverse structural impacts to your property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the structure in the garden or its contents are anticipated as a result of these works. The proposed condition survey will include this structure.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

7. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential. Will the boundary lines of the property be reduced or affected.

Response to Issue Raised

The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to property owners. The boundary lines of your property will not be reduced or affected.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

8. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/ÍÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

9. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise

sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

10. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

11. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

12. Summary of Issue Raised – Concerns over visual impacts

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity. The sensitivity of the viewer is considered to be High.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

13. Summary of Issue Raised – Health concerns over electrification of lines

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

14. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under you're the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 6, no adverse structural impacts to individual properties is anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

15. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

16. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.14. Ref 061 – June Fitzgerald

1. Summary of Issue Raised – Request an oral hearing for further discussion.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Communications from CIÉ/IÉ were insufficient.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'The Owner / Occupier', and proposed a meeting. There was no engagement from the property owner following this letter and a follow up letter was issued in November 2022, also addressed to 'The Owner / Occupier'. There again was no engagement from the property owner following this letter.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

3. Summary of Issue Raised - Information was too technical to understand the impacts. OSI maps provided to residents are difficult to understand.

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR. Ordnance Survey (OS) mapping was used for the production of drawings and maps.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Concern over CPO for substratum land rights impacting the property folio, and future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

5. Summary of Issue Raised – Request a community forum be established, consisting of local representatives and CIÉ/IE representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IE is open to the possibility of establishing a community forum for the construction phase of the works.

6. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,

- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00)

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

8. Summary of Issue Raised – Respondent has specific health problems and has concerns over dust and air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

9. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

10. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.15. Ref 065 – Kieran Ebbs

Submission location – Claremont Lawns, Glasnevin

Concerns raised over Construction work hours, noise pollution, dirt and dust, delivery of materials, parking of cars and the Fingal/Ballymun Bus Corridor. Concerns related to the proposed Compound

at St. Paul's Cemetery (located between 2 residential estates, Claremont Lawns and Clareville Grove).

1. Summary of Issue Raised – Resident is a wheelchair user and has an extension, not featured on the provided maps, one metre from the railway boundary wall containing a bedroom and wet room.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

2. Summary of Issue Raised - Concerned with work with regards to pinning the existing rail boundary wall. Request that surveys done on property prior to any work being done and after the construction of the works.

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

3. Summary of Issue Raised – Some older residents in the area have concerns for their homes and do not understand what is happening. Request CIÉ/IÉ to organise some local meetings with CIÉ/IÉ representatives and the residents before any construction work commences.

Response to Issue Raised

Communication with the local community will be undertaken before the construction works commences and throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

In relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

During both non-statutory public consultations on the DART+ South West Project, the following measures were undertaken to raise awareness of the project and invite public submissions to the consultation:

- Non-statutory consultation commenced in May 2021 and continued until the end of 2022.
- This included a dedicated project phone line, email and website.
- Extensive efforts were undertaken to promote the two focused periods of non-statutory public consultation, in May 2021 and November 2022:

- Leaflets and project information was delivered to 24,000 homes and businesses along the route (including this and other Claremont Lawns and Clareville Grove) both in May 2021 for PC1 and again for PC2 in November 2021
- Press releases were issued to all major media outlets and extensive media coverage was generated, both nationally and locally, including mentions in The Irish Times, Irish Examiner, Irish Independent, RTÉ Radio 1, Irish Daily Mail, Irish Daily Mirror, Newstalk, TheJournal.ie, Liffey Champion and the Fingal Independent, among others
- Adverts were placed in local and national media
- Posters were displayed in train stations along the DART+ South West project route
- Geo-targeted social media posts were published on the CIÉ/IE Facebook and Twitter social media accounts
- A Virtual Consultation Room was established which provided access to the project reports, maps, leaflets and brochures
- Webinars were held for Elected Representatives and Members of the Community at both PC1 (7 in total) and PC2 (4 in total).

The An Bord Pleanála Statutory Consultation was from March 29th until May 16th, 2023 (7 weeks). Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service.

Prior to construction work, the contractor will be required to prepare a Construction Environmental Management Plan (CEMP) which will address the construction management on the site. The contractor will appoint a dedicated Community Liaison Officer, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

4. Summary of Issue Raised – The proposed compound at St Paul’s Cemetery situated between two residential estates (Claremont Lawns and Clareville Grove). State this is not a good location for a works compound as there is too much traffic moving in and out of the entrance at Claremont Lawns. Any alternatives looked at for the proposed compound? The compound also takes up important parking facilities.

Response to Issue Raised

The construction compound at this location is a temporary compound to facilitate works to Glasnevin Cemetery Road Bridge (OBO10). As part of the project, the existing bridge will be demolished and replaced. Work will be carried out from the railway as much as possible, but a construction compound is still needed for bridge works. The construction compound must be located close to and ideally with direct access to the site and therefore at this location the compound needs to be adjacent to the bridge itself.

The duration of construction works at this location will be minimised as much as possible. The overall construction programme for the DART+ South West Project is expected to take 50 months, however specifically the proposed works at Glasnevin Cemetery Road Bridge will take place over a 4-month

period (approx.). A temporary pedestrian bridge will be installed for cemetery access. It is proposed that 20 public parking spaces will remain operational throughout construction.

5. Summary of Issue Raised – Use of the car park will be highly disruptive to local residents, including the neighbouring elderly living complex, as there is already a lot of traffic of residents and cemetery users on the residential road already. There is no off-peak traffic period here, so deliveries must be managed to minimise disruption.

Response to Issue Raised

CIÉ/IE acknowledges that the proposed compound at St. Paul's Cemetery will be in close proximity to existing residential development. Traffic analysis undertaken as part of Chapter 6 Traffic and Transportation of the EIAR determined that the traffic from construction vehicles accessing the Glasnevin Cemetery compound was predicted to be less than 10% percentage change in Average Annual Daily Traffic (AADT). The significance of effect associated with the traffic flow increase is categorised as Slight. Measures to mitigate the traffic and transport impacts from the construction phase of the Project are included in Section 6.6.1 of the EIAR. For example, all construction material deliveries will be restricted to between 9am and 3pm. By applying these mitigation measures, the impacts of construction stage traffic on local communities will be managed.

The appointed contractor will develop and implement a Construction Traffic Management Plan (CTMP) and this will be agreed with the respective local authorities prior to construction. The CTMP will include measures for minimising traffic delays, disruption and maintain access to properties. Transport/ parking arrangements for construction staff will also be included. In this way, disruption to local residents will be kept to a minimum.

6. There will be cumulative impacts as a proposed compound for the Finglas/Ballymun Bus Corridor is to be situated on the same road. Could have two projects at the same time. Main Contractor (when appointed) will need to engage local people and inform them in a timely fashion about each phase of construction.

Response to Issue Raised

The cumulative effects arising from the proposed development with other existing and/or approved plans and projects during the construction and operational phases of DART+ South West Project can be found in Chapter 26 Cumulative Effects of the EIAR. The potential cumulative effects of the Ballymun/Finglas to City Centre Core Bus Corridor Scheme and the DART+ South West Project have been assessed under Tier 3 "Other Projects" in Section 26.4.3.2 (Table 26.7). As part of the mitigation measures proposed, a communication channel will be developed and maintained between CIÉ/IE and the NTA/ TII to reduce the likely significant cumulative effects on the local populations and communities during the construction stages.

The contractor will be required to prepare a Construction Environmental Management Plan (CEMP) which will address the construction management on the site. The contractor will appoint a dedicated Community Liaison Officer, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

7. Summary of Issue Raised – Concerns over the timing of noisy construction and request that residents are consulted, noisy soil nailing take place during weekday working hours, and weekend work be minimised.

Response to Issue Raised

The proposed works at this location include soil nailing. The extent of the soil nailing is as indicated on the Property Server Plans which were included in the notification pack issued to you.

The soil nails will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil nails will be completed from the trackside and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period requiring works to be carried out during off peak periods or under safe working arrangements.

When the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works. The contractor will appoint a dedicated Community Liaison Officer, who will communicate with the residents in the area details of the construction schedule and will be available to discuss any matters that may arise during the construction phase.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR in Section 14.7.1, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

8. Summary of Issue Raised – Request the minimising of dirt and dust, especially for those with breathing problems.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

5.4.16. Ref 085 – Jack & Michelle Moulder (nee Burke)

Submission location – Bannow Road, Cabra

1. Summary of Issue Raised – Request an oral hearing for further discussion.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Request a community forum be established, consisting of local representatives and CIÉ/IE representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IE is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Communications from CIÉ/IE were insufficient. The language in information packs was too technical and lacked plain English. Engaged with representatives but found that queries raised were dismissed and follow up queries raised by e-mail address provided were not fully addressed.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Michelle Burke', and proposed a meeting. The property owner contacted the project phone line following receipt of the letter and a meeting was scheduled for 6 October 2022. The meeting took place at the property with 3 members of the project team. The project team addressed the property owner's queries as best they could and endeavoured to reassure the property owner in relation to their concerns. The property owner then followed up with an email query in relation to CPO compensation. The project team explained to the property owner

that some of the issues raised (e.g. CPO compensation) could not be determined until after the Railway Order stage.

In March 2023, during the statutory consultation period, Councillor Cieran Perry requested a meeting with the project team and residents in the Cabra area. The project team agreed and arranged a virtual meeting for 4 May 2023. This meeting was attended by 3 representatives of Bannow and St. Attracta's Road Residents Association (including this property owner), Councillor Perry and 3 members of the project team.

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Request that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

5. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to your property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a

condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

6. Summary of Issue Raised – Concern over CPO for substratum land rights impacting the property folio, and future development potential

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

8. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00).

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

9. Summary of Issue Raised – Request information on works and structures that will impact line of sight from the property.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the

changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

10. Summary of Issue Raised – Concerns over potential subsidence as the garden already dips in the centre.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 5, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

11. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

12. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.17. Ref 087 – Nicola Kelly

Ref No. 087 – Nicola Kelly

Submission Location – St. Attracta Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Insufficient communication and posted material had incorrect addressee names.

Response to Issue Raised

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted and the Project Team issued an explanatory letter, addressed to 'Anthony Norton and Nicola Kelly', and proposed a meeting. The property owner responded via email in October 2022 and an in-person meeting was scheduled. This meeting was held with three members of the Project Team in October 2022. A

follow-up letter was sent by the Project Team in November 2022, to confirm that the meeting took place.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

5. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available? Substratum is going under a structure that is already standing. How is this going to affect that structure?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the structure in the garden or its contents are anticipated as a result of these works. The proposed condition survey will include this structure.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

7. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential. Will the boundary lines of the property be reduced or affected.

Response to Issue Raised

The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to the property owner. The boundary lines of the property will not be reduced or affected.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>.

8. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise. The concerns of the respondent in relation to the pedigree dogs can be discussed with the CLO.

9. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

10. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are

predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

11. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

12. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IÉ acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

13. Summary of Issue Raised – Health concerns over electrification of lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising

Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

14. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 6, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

15. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

16. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.18. Ref 093 – Pamela Benson

Submission location – Sunnybank Apartments, Islandbridge.

1. Summary of Issue Raised – Requesting information regarding potential impacts on property, what steps are being taken to protect the buildings integrity (underpinning or structural reinforcement). Information also requested on remediation process for any damages that do occur.

Response to Issue Raised

No adverse structural impacts to any individual property is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

2. Summary of Issue Raised – Requested information on temporary possession duration and impacts. Will property have to be vacated at time of temporary possession.

Response to Issue Raised

The temporary land acquisition (18834.T.289(B)) is required for the construction of OHLE poles and the running of cables between poles between the Liffey Bridge and Conyngham Road. Section 17.7.1.2 of Chapter 17 of the EIAR includes measures to mitigate the impact of the proposed Project on access to property during the construction phase and states “Access will be maintained to all affected property as much as possible and if interruption is necessary, it will be pre-notified to the property owner / occupant and it will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required. These measures are detailed within Volume 2, Chapter 6 Traffic and Transportation of this EIAR”.

Apartments will not need to be vacated at the time of the temporary possession.

3. Summary of Issue Raised – Pack refers to compensation, but no information given in relation to amount or how it is calculated.

Response to Issue Raised

If the Railway Order is confirmed, Statutory Notices will be served on the owners of the common areas only, and it is they who would be entitled to any compensation arising.

If the Railway Order is granted compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

More information on CPOs and compensation is available on the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

4. Summary of Issue Raised – Concerns regarding noise both during and after construction, queried if it will be a constant noise. Will additional soundproofing measures be provided.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. In Section 14.6.2 of Chapter 14 of EIAR it is stated:

“It is observed that the proposed Project results in an overall positive noise impact between Phoenix Park Tunnel and Glasnevin as the number of receptors with predicted noise levels greater than the noise criteria reduces as the DMUs (Diesel trains) currently travelling along this section will be replaced with EMUs (Electric trains).”

This outcome is also predicted for noise sensitive receptors south of the Phoenix Park tunnel as far as Proposed Heuston West Station. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

The provision of sound insulation is considered only for the small number of locations where a significant effect is identified. This is not the case for the residential dwellings at Sunnybank, as the proposed Project will result in an overall positive impact.

Construction Noise

A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR. It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

It is proposed that the Heuston West station construction works will be undertaken during a wider shutdown of the Phoenix Park Tunnel Branch Line (PPTBL) and Phoenix Park Tunnel (PPT) to facilitate the necessary works on the PPT and the other works along the branch line.

Night-time works are proposed to anchor the existing Phoenix Park Tunnel structure. When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works. Mitigation measures are discussed in Section 14.7.1 of Chapter 14 of the EIAR and it is proposed a temporary noise curtain/barrier should be installed at the tunnel entrance. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, the appointed contractor will employ a dedicated Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- Mitigations regarding the above issues.

CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

The CLO will be available at all times during the construction phase if any issues arise.

5. Summary of Issue Raised – Concerns on air pollution during and after construction

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and through construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Guidance for this assessment was taken from the Institute of Air Quality Management (IAQM), Guidance on the Assessment of Dust from Demolition and Construction V1.1. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to

be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

6. Summary of Issue Raised – Concern over visual impact of new installations

Response to Issue Raised

There will be changes to some residential views as a result of the introduction of the overhead line equipment. Residents of Sunnybank Apartments on Conyngham Road attain views in a southerly direction of part of the River Liffey Corridor and railway line crossing at Liffey Bridge (UBO1) along with part of Heuston Yard against the backdrop of The Royal Hospital Kilmainham in the distance.

Residents of dwellings are estimated to attain partial view of the Project in the context of the existing railway line including Liffey Bridge (UBO1) and Heuston Yard with some wooded vegetation in the foreground. Views are estimated to be attained of the proposed OHLE on Liffey Bridge in the foreground. Further afield, part of Heuston West Station and modifications within Heuston Yard, including OHLE will be partially visible.

Photomontages from VP16 give an indication of visual changes on the Liffey Bridge, at Year 1 and Year 15 (albeit not taken from Sunnybank).

5.4.19. Ref 101 – Phoenix Park Property Management Ltd

Submission location – Sunnybank Apartments

1. Summary of Issue Raised – What compensation will be provided in the case of the temporary or permanent land purchase?

Response to Issue Raised

The apartment owners of Sunnybank Apartments have been referenced in the DART+ South West Railway Order application required by statute. If the Railway Order is granted, Statutory Notices will be served on the owners of the common areas only and compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure as and when statutory notices are served. ie the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice sent.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – What is the remediation process to owners for any property damage and what measures will be taken to protect the buildings integrity from structural damage (underpinning or structural reinforcement)?

Response to Issue Raised

No adverse structural impacts to any individual property are anticipated as a result of the proposed works. Where necessary, a condition survey will be carried out before any construction works

commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report (EIAR).

3. Summary of Issue Raised – What is the expected operational noise level and will a noise impact assessment be carried out and what soundproofing measures will be provided?

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. In Section 14.6.2 of Chapter 14 of EIAR it is stated:

“It is observed that the proposed Project results in an overall positive noise impact between Phoenix Park Tunnel and Glasnevin as the number of receptors with predicted noise levels greater than the noise criteria reduces as the DMUs (Diesel trains) currently travelling along this section will be replaced with EMUs (Electric trains).”

This outcome is also predicted for noise sensitive receptors south of the Phoenix Park Tunnel as far as the proposed Heuston West Station. As the proposed Project results in an overall positive impact at these noise sensitive locations, no mitigation measures are required.

The provision of sound insulation is considered only for the small number of location where a significant effect is identified. This is not the case for the residential dwellings at Sunnybank, as the proposed Project will result in an overall positive impact.

5.4.20. Ref 103 – R and D Developments Ltd

Representative: Hughes Planning & Development Consultants

Contend the proposed development has not had regard to the development capacity of client's land at Matts of Cabra, 2A Fassagh Avenue, Cabra, Dublin 7.

1. Summary of Issue Raised – Substratum acquisition will reduce the development capacity of the subject lands which are zoned Objective Z1 – Sustainable Residential Neighbourhoods and Z3 – Neighbourhood Centre in the DCC Development Plan. Request the works should be revised to provide for an alternative solution. Noted that the detailing for the proposed works has not advanced to date and that during a meeting with CIE in May 2023, have agreed that there are other alternative solutions to support the retaining walls.

Response to Issue Raised

The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, planning approval. If the Railway Order is granted, CIÉ/IÉ will undertake more detailed design.

Soil anchors have been identified as the most suitable technical solution at this location. As discussed during previous engagement, if any future development is proposed at the property, CIÉ/IÉ will need to be consulted, this does not necessarily preclude development potential in the future, but it does mean that stability of the embankment along the rail corridor would need to be taken into consideration.

2. Summary of Issue Raised – Negative impact on land, reducing the development potential of the lands which have the capacity for development. Considered that the impact of the proposed soil nails has not been thoroughly reviewed with regard to the significant impacts on the future development of the site and impact on the land value.

Response to Issue Raised

As noted, the installation of soil anchors does not necessarily preclude future development on the site, but CIÉ/IE would need to be consulted in relation to the proposals.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

3. Summary of Issue Raised – A generic solution proposed by CIÉ/IE as opposed to an engineered site-specific solution. Considered that the use of gabions to act as retaining walls are a viable option and offer an alternative which is significantly less invasive with regard to land acquisition.

Response to Issue Raised

As noted, the use of soil nails at this location have been identified as the most appropriate solution, the use of gabion walls is not considered a suitable technical solution at this location.

The use of soil nails is required to stabilise the existing slopes at this location. Gabion baskets can in some instances be utilised as a retaining structure to a height of up to 1.5 m along the toe of a cutting slope, however gabions do not address the need to stabilise the existing slope. The use of gabions as a retaining solution to retain slope of greater heights is not technically suitable for the location and therefore would not be permitted under CIÉ/IE's technical design standards.

5.4.21. Ref 106 – Robert Cullen

Submission Location – Faussagh Avenue, Cabra, Dublin 7

1. Summary of Issue Raised – Request an oral hearing for further discussion.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Request a community forum be established, consisting of local representatives and CIÉ/IE representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous

communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Communications from CIÉ/IÉ were insufficient, not specifying property impacts

Response to Issue Raised

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Deirdre and Robert Cullen' and proposed a meeting. One of the recipients (Robert Cullen) contacted the project team following this however they did not wish to avail of a meeting with the project team at that time. The property owner again contacted the project phone line on foot of receiving the Railway Order notification pack to get information regarding the impact to the property.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

5. Summary of Issue Raised – Request that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

Summary of Issue Raised – Concern over the impact of CPO for substratum land rights on the property folio. Documentation provided did not specify the impact to the property i.e. the impact if was to sell or impact of any future building works.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

8. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00).

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

9. Summary of Issue Raised – Request information on works and structures that will impact line of sight from the property.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

10. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 6, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

11. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

12. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5.4.22. Ref 113 – The Gables Flat Management Ltd

(Residential Building at Old Cabra Road, Dublin 7)

Appendix 1.6 lists the issues the Management Company wish to be investigated or explained. This is a list of queries.

Appendix 2 of the Submission is duplicate of issues raised in separate submission Ref 119. Those issues are dealt with under Submission Ref 119 and not repeated here.

1. Summary of Issue Raised – Provided compensation is fair and prompt for any damages caused by construction, there is no opposition in principle

Response to Issue Raised

The apartment owners of The Gables have been referenced in the DART+ South West Railway Order application as legally required.

If the Railway Order is confirmed, Statutory Notices will be served on the owners of the common areas only.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

2. Summary of Issue Raised – Reserve the rights of owners and occupiers to avail of statutory protections, reinforced by conditions of the Railway Order consent, regarding managing vibration, noise, light, and air pollution.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The appointed contractor will take ownership of the CEMP once appointed and will have responsibility to deliver on the mitigation measures outlined in the Environmental Impact Assessment Report and conditioned as part of the Railway Order approval. A dedicated Community Liaison Officer will also be in place to address any concerns raised by residents during the construction phase.

CIÉ/IÉ will also implement the mitigation measures included in the EIAR. These provide safeguards that will reduce the level of disturbance and inconvenience from the project.

If An Bord Pleanála decides to insert further conditions, modifications, restrictions or requirements in the Railway Order, these will also be adhered to.

3. Summary of Issue Raised – Request that noisy soil nailing take place during normal daytime working hours and that drilling be carried out on both sides of the track simultaneously to limit disruption to residents.

Response to Issue Raised

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the property. Installation of the soil anchors will be completed from the track-side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

When the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works. The contractor will appoint a dedicated Community Liaison Officer, who will communicate with the residents in the area details of the construction schedule and will be available to discuss any matters that may arise during the construction phase.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR in Section 14.7.1, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

Appendix 1.6 of the submission lists issues/queries the Management Company wish to be investigated or explained. These are summarised and responded to below.

4. Have steel rod soil anchors been used to stabilise beneath similar properties (traditional brick built pitched roof 2-storey buildings? Are there alternative methods of stabilising railway embankments and if so, are they likely to cause less damage to similar properties such as the Gables? Are alternative options viable here?

Response to Issue Raised

The proposed soil nailing method is well established in Ireland and internationally, including on numerous urban train lines and under a variety of building types. Having considered the technical options available, soil nailing is a method that causes relatively little disturbance and environmental impact. Soil stability is achieved without the need for excavation and major soil disturbance, and as a result the risk of settlement or cracking is relatively low. It is considered the preferred approach for ensuring long term stability of the embankments at this location.

5. What locations were soil tested in the vicinity of the Gables and what were the findings?

Response to Issue Raised

Preliminary ground investigation works have been undertaken to inform the design of the works to date. Trackside Ground Investigation (GI) was conducted along the 20km corridor from Hazelhatch & Celbridge Station to Glasnevin Junction. These site investigations were completed between June 2021 and February 2022. Site-specific ground investigation and geotechnical reports were prepared which informed the proposed design for the Railway Order application.

Further information on ground investigation and geology is presented in the EIAR Chapter 9 (Land and Soils). Section 9.4.1.4 summarises information in relation to Zone D: Liffey Bridge to Glasnevin Junction.

If the Railway Order is granted, Ground Investigation works for detailed design will be completed to advance the design for construction and is likely to include additional boreholes and inspection pits/trial pits.

6. Request details in writing of arrangements proposed for independent before and after surveys, as these are still not clear to us.

Response to Issue Raised

No adverse structural impacts to properties are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

7. What are the categories of compensation, still not clear? Would GMFL owners be compensated for any increased cost of insuring the building and common areas due to the proposed works?

Response to Issue Raised

The response to this query has been provided by the response to Item 1.

8. Are No. 76 and 79A Old Cabra Road affected by the soil stabilisation proposals?

Response to Issue Raised

Yes, substratum land acquisition is proposed for properties 76 and 79A Old Cabra Road due to proposed soil nailing, this can be seen on Works drawing no.16 as part of the Railway Order drawings.

5.4.23. Ref 119 – Vasile & Audrey Mindrescu

Submission Location – The Gables, Cabra

1. Summary of Issue Raised – State will be affected adversely by any additional noise nuisance and sleep disturbance caused by increased railway traffic. Concerns also relating to construction noise. Request ABP include planning conditions to monitor and control noise and disturbance, including weekend and night-time working.

Response to Issue Raised

Operational

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2.1 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively. However, in Section 14.6.2 of Chapter 14 of EIAR it is stated...“It is observed that the proposed Project results in an overall positive noise impact between Phoenix Park Tunnel and Glasnevin as the number of receptors with predicted noise levels greater than the noise criteria reduces as the DMUs (Diesel trains) currently travelling along this section will be replaced with EMUs.(Electric trains)”.

The proposed Project results in an overall positive impact at this location and no mitigation measures are required.

Soil Anchors

Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions. Soil nails will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), but due to its extensive nature, some construction works may continue beyond this period during night-time or weekend possessions.

In the event that there is night-time works along the PPTBL, there is potential for temporary significant effects at the nearest noise sensitive receptors given that the duration and predicted noise for night-time works. A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

CIÉ/IÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

Construction Vibration

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Vibration during construction is assessed primarily to ensure that no damage, not even cosmetic damage, occurs to buildings during the works. The criteria adopted depend on several factors including the source of vibration, for example transient or continuous, and the building type. Structurally vulnerable buildings or vulnerable structures will need vibration levels to be controlled to a lower threshold to avoid the risk of damage. Human response to construction vibration is also discussed, however, given the very low threshold of perception of humans to vibration it is not practical to implement vibration limits low enough to avoid any vibration being perceptible. However, good communication to building occupants by the contractor ahead of any vibration-intensive works is best practice to control this impact as perceptible vibration levels are more tolerable when the source and duration of the works is known.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

2. Summary of Issue Raised – Request vibration monitoring during drilling and inserting of soil anchors.

Response to Issue Raised

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – Acoustic screening for mitigation of noise and disturbance in both construction and operation phase is requested.

Construction

The railway line adjacent to this property is in cutting with a boundary wall at the top of the cut. Installation of noise barriers are most effective when located close to the noise source or the receptor location and they block line of sight. However, at this location, line of sight between the construction works and dwelling is blocked due to the existing topography and a noise barrier is not considered necessary.

Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational

The response to point 1 highlights that the proposed Project results in an overall positive impact at this location and no mitigation measures are required.

4. Summary of Issue Raised – Measures to ensure safety of residents during soil anchoring. Should include arrangements for provision and financing of temporary alternative off-site residential accommodation.

Response to Issues Raised

It is not anticipated that the construction works will create any structural concerns for The Gables. Where appropriate, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

If An Bord Pleanála decide to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design. It is not anticipated that temporary relocation of residents would be required at this location during the construction period.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project, refer to the response to Item 1 for further details.

5. Summary of Issue Raised – Planning conditions should be included to ensure monitoring and mitigation of any dust and air pollution during the construction phase.

Response to Issues Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to

construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The contractor will take ownership of the CEMP once appointed and will have responsibility to deliver on the mitigation measures outlined in the Environmental Impact Assessment Report and conditioned as part of the Railway Order approval. A dedicated Community Liaison Officer will also be in place to address any concerns raised by residents during the construction phase.

CIÉ/IE will also implement the mitigation measures included in the EIAR. These provide safeguards that will reduce the level of disturbance and inconvenience from the project.

If An Bord Pleanála decides to insert further conditions, modifications, restrictions or requirements in the Railway Order, these will also be adhered to.

6. Summary of Issue Raised –conditions included to ensure monitoring and mitigation of night-time glare occurring during the construction phase.

Response to Issue Raised

Section 5.1.6 of the CEMP details lighting requirements during the construction phase and states that site lighting will typically be provided by tower mounted temporary portable construction floodlights. The floodlights will be cowled and angled downwards to minimise light spillage outside of works areas and to surrounding properties. Section 5.1.6 further details measures that will be applied in relation to site lighting including:

The use of artificial lighting on site will be minimised in terms of the area required to be illuminated and the length of time for which any lighting is switched on;

Lighting will be provided with the minimum luminosity sufficient for safety and security purposes.

Where practicable, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads, and amenity areas;

Artificial lighting will be shut off at night when not in use or when works cease at the end of the day in order to minimise the effects of light pollution and disturbance to nocturnal species;

Lighting will be positioned and directed so that it does not unnecessarily intrude on adjacent buildings and land uses, ecological receptors and structures used by protected species, nor cause distraction or confusion to motorists.

5.4.24. Ref 120 – William Hyland

Submission Location – St. Attracta Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Request a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

3. Summary of Issue Raised – Communications from CIÉ/IÉ were insufficient. The language was too technical and lacked plain English.

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

The project team proactively contacted and sought to engage directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Ellen and William Hyland', and proposed a meeting. There was no engagement from the property owner following this letter and a follow up letter was issued in November 2022, also addressed to 'Ellen and William Hyland'. There again was no engagement from the property owner following this letter.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

4. Summary of Issue Raised – Documents provided to residents had inaccuracies, such as having previous property owner details.

Response to Issue Raised

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

5. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been

made aware of any mapping updates that would have a material impact on the Railway Order application.

6. Summary of Issue Raised – Request that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

7. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

8. Summary of Issue Raised – Concern over CPO for substratum land rights impacting the property folio, and future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00)

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the

extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other conditions, modifications, restrictions or requirements by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts.

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

14. Summary of Issue Raised – Health concerns over electrification of lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

16. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

17. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

6. RESPONSE TO OTHER SUBMISSIONS ON THE PROPOSED SCHEME

6.1. Scheme Wide

6.1.1. Ref 037 - Dublin Chamber

The submission supports the approval of the Railway Order and recommends that An Bord Pleanála approve the application for a Railway Order for this project at the earliest opportunity. No specific issues are raised.

CIÉ/IÉ welcomes this submission.

6.1.2. Ref 039 – Dublin Commuter Coalition

1. Summary of Issue Raised – Omission of Cabra and Kylemore station inexcusable. At the very least, a programme to build Cabra and Kylemore station should be done in parallel to the DART+ South West Project to avoid future disruption to the rail line. Request that a planning is attached that the station be built before the DART+ South West line is operational.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra and Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – Lack of lifts. Ramp only design at Heuston West Station cannot be the only accessible provision for platform access. Unacceptable that CIÉ/IÉ propose to continue to discriminate against people with reduced mobility in a brand new station. Vital that lifts are included in the designs for Heuston West, Cabra and Kylemore station, and in any other future stations. Ask the project team to liaise with accessibility groups on the design of all stations to get a greater understanding of the design impact.

Response to Issue Raised

At the public consultations, there was significant negative feedback received in relation to the reliability and availability of lifts for a public thoroughfare. In the subsequent design development of Heuston West, it has been possible to incorporate a bridge with stairs and ramps, to ensure full segregated accessibility for pedestrians, vulnerable users and cyclists. Where ramps are technically feasible it is the preference of CIÉ/IÉ to provide those over provision of lifts. This ensures that the crossing remains open at all times (24/7) and is not subject to interference by mechanical faults (i.e.

lift faults). Therefore, this together with the unmanned status of the proposed development the design submitted as part of the Draft Railway Order application has not included lifts.

3. Summary of Issue Raised – Not clear if access to Heuston West Station from Clancy Quay is open to the public or just residents of Clancy Quay.

Response to Issue Raised

A new pedestrian and cycle access route is to be provided between the South Circular Road and the new station, via Clancy Quay development. A public Right of Way is proposed in the Railway Order along the entirety of Waterloo Avenue; as it is most direct route between South Circular Road (SCR) and the boundary between Clancy Quay Development and CIÉ/IE lands at Heuston West. This right of way will enable connection between South Circular Road and Heuston West for use by pedestrians and cyclists.

4. Summary of Issue Raised – Missed opportunity with no pedestrian access from Conyngham Rd to Heuston West Station to link the residential and commercial developments along Conyngham Road with high frequency public transport.

Response to Issue Raised

The project will significantly improve access to the Heuston Station area in general, by means of the new link from South Circular Road via Clancy Quay. There are emerging proposals for further development in this area as part of a 'Heuston West' project (section 5.4.4 of the Planning Report submitted with the RO application). That project will include more ambitious public realm improvements and connectivity as part of an overall redevelopment of the area.

5. Summary of Issue Raised – Line Speed between Heuston West and Glasnevin (30-40 km/h) will impact on journey times and impediments to higher line speed should be investigated.

Response to Issue Raised

The DART+ South West project aims to fully deliver the benefits of the DART+ Programme Train Service Specification 1C which is the overarching deliverable for the DART+ Programme. All project works and subsequent line speeds will meet the needs of designed and agreed Train Service Specification 1C. This TSS_1C and all designs of track, electrification and signalling infrastructures allow an optimisation of passenger services from 2 to 7 trains per hour per direction on the GSWR line.

The project design is governed by various technical and safety guidelines, which include European, National and CIÉ/IE internal standards and specifications. As outlined in Chapter 4 of the EIAR, all track modifications have been designed in accordance with a range of codes and standards pertaining specifically to the design of the track. These include horizontal and vertical alignment, requirements for track and structures clearance and track construction requirements.

6. Summary of Issue Raised – Imperative that passive provision for electrification of the Dublin-Cork line is included as part of the project. The lack of provision for future electrification is concerning at Memorial Road. This does not seem to have been updated since the original proposal.

Response to Issue Raised

The DART+ South West Project has reviewed all elements of the route works and applied a test as to whether works carried out as part of DART+ South West would cause disproportionate disruption to affected persons and property. In the absence of certainty on the timeline and feasibility of any Dublin to Cork electrification, it was concluded that measures to accommodate future mainline electrification would cause disproportionate impacts. The project as developed for this Railway Order application opted for a solution that guarantees communities in the area would not be negatively impacted unnecessarily.

7. Summary of Issue Raised – The reinstatement of the Chapelizod and South Circular Road Bypass to the same design is a missed opportunity to enhance active travel infrastructure linking Kilmainham and Islandbridge and to improve active travel connectivity to Heuston Station. Note lack of consideration given to the redesign of SCR/Chapelizod Bypass Junction in the BusConnects application currently before An Bord Pleanála. Seek clarification on which plan will be implemented.

Response to Issue Raised

In so far as possible, CIÉ/IÉ has included the enhancement of facilities for pedestrians and cyclists in the interventions proposed all along the project. Several engagements were held with DCC and NTA in relation to transport, traffic and project co-ordination while the Railway Order application was being developed. There was also significant public consultation undertaken.

In developing the proposed designs/ interventions at South Circular Road, the CIÉ/IÉ team had to consider several technical constraints including requirements of all road users, rail operations and constructability. The solutions were developed following optioneering, public consultation, and engagement with Dublin City Council as well as the NTA.

The overall programme for long term transport planning and delivery is a matter for Dublin City Council and NTA as opposed to CIÉ/IÉ.

6.2. Zone A

There were no other submissions received in relation to Zone A.

6.3. Zone B

6.3.1. Ref 019 – Catherine Clarke

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerns relating to the health effects from OHLE and the amount of EMF radiation that is released.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

In addition, the Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

2. Summary of Issue Raised – Concern over impact of overhead lines, construction, and noise on birdlife

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity 'stepping stones' will mitigate the loss of habitat in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;

- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at Proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at Proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

As outlined in Section 8.6.2.1.5. of the Chapter 8 Biodiversity of the EIAR, a combination of measures will mitigate the impact to breeding and commuting/foraging birds in this area. These measures specify:

- The removal of existing hedgerow and vegetation shall avoid the bird nesting season (March to August, inclusive).
- Construction lighting will avoid night-time illumination of retained and adjoining vegetation during the bird nesting season (March to August, inclusive). All night-time construction operatives will be informed of this requirement by the Project Ecologist (Ecological Clerk of Works).
- Bird nesting boxes shall be installed at various locations. The specification for these boxes has been outlined in Section 8.6.2.1.2; and
- Measures to retain, reinstate, and create ecological stepping-stone vegetation shall be put in place. These measures are set out in Section 8.6.2.1.2.

In relation to effect of OHLE on wildlife (bats and birds) this was considered in the Scoping of Impacts in Section 1.4 of Appendix 8.1, Volume 4 of the EIAR and the impact was scoped out of the assessment (no significant impact will occur)

3. Summary of Issue Raised – Concerns that increased noise and vibrations from increased train traffic will damage property and reduce quality of life.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed along the project boundary in vicinity of these landowners' property (Noise Barrier 29, as per Table 14.69). With the proposed noise mitigation measures in place, the noise modelling carried out predicts that operational rail noise at this general location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R21), which predicts a moderate positive impact from this Project.

The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

4. Summary of Issue Raised – Concern over lack of an additional local station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Transport Strategy for the Greater Dublin Area 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

5. Summary of Issue Raised – Rebuilt CIÉ/IÉ personnel bridge (ref OBC5) will reduce privacy and it is requested that the bridge is permanently removed, and workers use alternative route, and concern over boundary treatment/impacts to property expressed

Response to Issue Raised

The existing bridge serves an important function for the CIÉ/IÉ staff who use the bridge and contributes to sustainable journeys to and from work.

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3.1 Khyber Pass Footbridge of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with three additional design options (Options 1-3) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 8-7 Stage 1:Preliminary Assessment (Sifting) Findings for Khyber Pass Footbridge (UBC4)

Preliminary Assessment (Sifting) for Khyber Pass Footbridge (UBC4)		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four-tracking and electrification with the least amount of work to the Khyber Pass Footbridge (OBC5A) itself.	The addition of another track would result in insufficient horizontal clearance between the tracks and derailment protection walls. It therefore will not deliver project objectives or requirements.
Option 2	Remove the Khyber Pass Footbridge (OBC5) permanently and implement the use of an alternative (existing) pedestrian access route.	Will not deliver project objectives or requirements as it does not maintain functionality.
Option 3	Replace the existing bridge with a new bridge that has increased horizontal and vertical clearance.	Feasible

The Do Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Only Option 3 was found to be feasible and Stage 2 MCA was not required.

In summary, the reconstruction of the Khyber Pass footbridge as outlined in the Railway Order application represents the preferred approach.

The replacement bridge will have a solid 1.8m high parapet and will be fully enclosed, with a perforated steel mesh cover, which will provide an element of screening.

- Summary of Issue Raised – It is requested that instead of expanding the Khyber Pass laneway westward towards household gardens, it is expanded eastward as there is unused ground there in the apartment complex Widening of the Khyber Pass laneway will remove a boundary wall, creating a security risk. Impact on property from a privacy point of view due to removal of shrubbery from the neighbouring Seven Oaks apartments.

Response to Issue Raised

Both temporary and permanent land acquisition will be required in this area, the temporary acquisition will only be required during the construction stage of the project to facilitate works in the area. The permanent acquisition applies to a small strip of land on both sides of the existing access way. This is required to facilitate the replacement of the existing Khyber Pass pedestrian bridge and also to facilitate the widening of the existing access way. The contractor will be responsible for the installation of suitable barriers and fencing during the construction stage to minimise disruption in the area.

- Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6.3.2. Ref 041 – Elvire Callaghan

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concern over a lack of extra stations included in the project. No station planned to serve Ballyfermot. Suggest a station at Kylemore Bridge conditioned as part of delivering these works.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – Concerns over increase in rail traffic. Effects of airborne and ground noise during and after construction should be minimised. Noise mitigation designed with reference to sound damping and sound absorption as well as sound screening measures.

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.21 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R21, which predicts a moderate positive impact from this Project). Ground-borne noise level values are relevant only where they are higher than the airborne noise from railways (such as in the case of an underground railway). In the case of at grade railways the airborne noise typically masks any ground-borne noise component. The DART+ South West Project has one underground section through the Phoenix Park Tunnel, however there are no residential buildings located over this section. Based on the above, ground-borne noise has been scoped out of the noise impact assessment.

3. Summary of Issue Raised – Concerns with visual nuisance over loss of privacy from overlooking trains and should be considered.

Response to Issue Raised

With regard to privacy, the property at this location currently experiences passenger train movements. The increased frequency of train services will not have any greater height or increased visual access to the property.

4. Summary of Issue Raised – Measures to assess and avoid harm to existing wildlife, particularly birds, bats, and nocturnal species must be taken.

Response to Issue Raised

Measures specifying the protection of biodiversity and the mitigation of impacts to biodiversity are set out in Section 8.6 in Chapter 8 Biodiversity of the EIAR. These measures are included to avoid harm to existing wildlife.

5. Summary of Issue Raised – Measures to control rats and vermin, avoid pest infestations into residences should be addressed.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6. Summary of Issue Raised – Railway order documents are too technical for interpretation by the general public. Their language should be made more accessible.

Response to Issue Raised

CIÉ/IÉ was bound by legal requirements in relation to the documents contained in the Railway Order application. The information included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

7. Summary of Issue Raised – Designs affecting bordering properties are not complete and are open to interpretation, as they are unclear if the boundary wall will be retained and lack detail on foundations for the OHLE masts.

Response to Issue Raised

The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, application for a railway order approval. If the Railway Order is granted, CIÉ/IÉ will undertake more detailed design.

It is not anticipated that there will be any significant changes to the existing rear property boundaries at this location. A noise barrier will be installed in the rail corridor to the rear of the property boundary.

8. Summary of Issue Raised – Requests that a residents' monitoring committee be engaged with during construction and for at least a year post construction and post commissioning to address possible adverse effects on adjoining properties.

Response to Issue Raised

The Project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

9. Summary of Issue Raised – Concern regarding the demolition of the protected signal box structure at the rear of 77 Landen Road and the loss of privacy. Request that this is properly surveyed and reinstated elsewhere, and consideration of given for community use of same as a gathering space for arts and crafts or other purposes of merit.

Response to Issue Raised

Chapter 21 Architectural Heritage of the EIAR provides the measures adopted in order to avoid direct impacts and indicates those instances where this is not possible.

The signal box at Inchicore Works, which is a protected structure (RPS DCC 8866), will be dismantled to facilitate the move from two-tracks to four-tracks, resulting in a profound negative impact. This impact will be mitigated as far as is possible through the recording by means of photographs, written description and measured drawings to English Heritage Level 3 as set out in Section 21.6.12 of the EIAR to ensure knowledge of its existence and character is preserved for the future. The signal box will be carefully dismantled, stored and reconstructed in an alternative location which will be agreed with Dublin City Council (DCC).

10. Summary of Issue Raised – Safety impact of high voltage electrified wires in close proximity to rear garden walls to be addressed. Concerns over dangers such as occasional arcing of electricity and unknown dangers of EMF radiation.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the quasi-DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques finite element modelling. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection.

11. Summary of Issue Raised - Overhead lines should be a safe distance from property boundaries, not encroach on property boundaries including airspace.

Response to Issue Raised

The project design is governed by various technical and safety guidelines, which include European, National and CIÉ/IE internal standards and specifications. As outlined in Chapter 4 of the EIAR, the Overhead Line Equipment (OHLE) has been designed in accordance with a range of codes and standards pertaining to the design of the electrical infrastructure, which ensures public safety. The overhead lines will not encroach on property boundaries.

12. Summary of Issue Raised - Implication of building future sheds against boundary wall (in terms of safety during construction)

Response to Issue Raised

There will be no change to current practices for properties at this location as regards building structures within the boundary of private property.

13. Summary of Issue Raised – Four-tracking from Park West & Cherry Orchard Station to Heuston brings tracks closer to Landen Road property boundaries. Have alternative options or extending south into IE land been considered?

Response to Issue Raised

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes'

(CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3 of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with four additional design options (Options 1-4) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 8-5 Stage 1: Preliminary Assessment (Sifting) Findings for Inchicore

Preliminary Assessment (Sifting) for Inchicore		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do-Minimum)	Makes use of the existing four tracks and siding tracks. Electrification of the two northern tracks.	There is insufficient space for four-tracking to the south in this area, and the electrification tie-in of the southern track (current sidings) would result in significant loss of functionality at the Irish Rail Inchicore Works. It therefore will not deliver project objectives or requirements.
Option 2	This option provides four-tracking and electrification by providing additional tracks in a new tunnel.	There is insufficient space to accommodate a tunnel due to the necessary approach distances required to accommodate a tunnel portal. It therefore will not deliver project objectives or requirements.
Option 3	This option provides an additional track to the north, includes electrification, and the Inchicore siding remains operational. The existing track is extended to the north (towards the boundary with Landen Road).	Feasible.
Option 4	This option provides an additional track to the south and electrification. The existing rail corridor is extended to the south (towards the boundary with Inchicore Works)	Feasible.

The Do-Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Options 3 and 4 were brought forward for detailed Stage 2 MCA.

Overall considering all CAF parameters, Option 4 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1. Moving the railway and works south away from the residential properties to the north was the key advantage of Option 4 although under “Environment” impacts were recorded in relation to architectural heritage associated with a Signal Box (Protected Structure) and turret within Inchicore works.

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations, including the residential amenity of houses along Landen Road.

14. Summary of Issue Raised – Queried why all residents whose properties bound the proposed development are not entitled to make a free observation, given the impact this has on adjoining properties, why is there no discount rate for pensioners

Response to Issue Raised

The observation cost is outside the control of CIÉ/IÉ and is part of the railway order application process (governed inter alia by the Transport (Railway Infrastructure) Act, 2001 (as amended) and the Planning and Development Act, 2000 (as amended). The law provides that potentially Impacted landowners who are referenced in the draft Railway Order are entitled to make an observation free of charge. Others must include a fee to make an observation. Neither CIÉ/IÉ nor An Bord Pleanála has any flexibility on this point.

15. Summary of Issue Raised – Given the structurally continuous nature of a single terrace row of houses, all should be referenced if any one of the houses is affected by sub strata ground anchors.

Response to Issue Raised

Only potentially Impacted landowners (affected by land acquisition including substratum land) are referenced in the draft Railway Order as required by the relevant statutory provisions. As such, only where soil anchors extend below the CIÉ/IÉ property boundary and under third party properties are these properties referenced. There is no impact expected on adjoining terraced properties from soil anchors.

6.3.3. Ref 050 – Cllr Hazel De Nortúin & Brid Smith TD

CIÉ/IÉ welcomes the strong support of Cllr Hazel De Nortúin and Bríd Smith TD for the development of DART+ South West and the improvement it will bring to public transport in the area. As elected representatives they note that concerns have been raised by residents whose properties will be affected on Landen Road, Kylemore Drive and Cloverhill Road and these are addressed below.

1. Summary of Issue Raised – Support the project, but stations for Inchicore and Ballyfermot should be provided, as the communities will be disrupted.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The inclusion of a station at Inchicore is not part of the strategy. The design of the project, which will provide for a new station at Heuston West which will be accessible from the South Circular Road, has future proofed its layout to allow the addition of stations at Kylemore Road and Cabra in the future.

The NTA has this year (2023) provided funding to CIÉ/IE to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – What noise pollution mitigation measures are planned?

Response to Issue Raised

A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Operational noise predictions were undertaken for noise sensitive locations within 250m of the railway line. Given the large number of noise sensitive locations modelled, a representative sample of noise sensitive locations along the rail corridor were presented in the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

With reference to Landen Road, Kylemore Drive and Cloverhill Road in all cases a noise barrier or a solid parapet is proposed to the rear of the residential properties. With the proposed noise mitigation measures in place, the operational rail noise at these locations is expected to be lower than the situation without the Project in place (EIAR Table 14.70, location R21 – R30, which predicts a slight to moderate positive impact from this Project at the majority of the properties).

3. Summary of Issue Raised – What air pollution mitigation measures are planned?

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality.

With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

Additionally, before beginning construction, the contractor must create an air quality management plan. This plan needs to be approved by the relevant planning authority and should include measures

to mitigate dust and emissions based on local regulations, industry best practices, and the EIAR. Strict dust prevention protocols will be continuously in place and monitored.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

4. Summary of Issue Raised – How will alterations of back wall boundaries and surrounding vegetation be impacted at each individual property?

Response to Issue Raised

In this area, the interface between the railway line and residential rear gardens will vary depending on the location.

There is no proposal to remove or alter the existing rear garden boundary wall for dwellings in this area.

In some sections, a new retaining wall will be built along the rail corridor within CIE land. The final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary walls and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IE. In other locations, a retaining wall is not required.

The introduction of additional rail lines for DART services will mean the loss of trees and shrubbery along the existing rail line in many locations. Planting mitigation is shown in the landscape mitigation, Volume 4, Appendix 15.1 of the EIAR (Drawing No. DP-04-23-DWG-RO-TTA-23838 to DP-04-23-DWG-RO-TTA-23854). The proposed planting has had regard for engineering and safety requirements and includes required separation distances from the overhead line equipment (OHLE) on electrified railway lines. Due to space and safety constraints, there is limited opportunity to implement replacement planting at some locations.

5. Summary of Issue Raised – What rat and vermin mitigation measures are planned?

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.

- Mitigations regarding the above issues.
- The CLO will be available at all times during the construction phase if any issues arise. The CIÉ/IE Communications Team will be available at all times to engage with elected representatives to discuss any issues or queries that may arise throughout the project.

6. Summary of Issue Raised – Request assurances regarding the duration of disturbance.

Response to Issue Raised

As mentioned in Section 2.2 of the Construction Environmental Management Plan (CEMP), Volume 4 Appendix 5.1 of the EIAR, the overall construction programme is expected to take 50 months, construction is expected to commence in mid-2025.

The CEMP will be a key construction contract document and post planning, the appointed Main Contractor(s) will take ownership of the CEMP to ensure commitments included in the statutory approvals are adhered to and that it integrates the requirements of the CEMP. It is intended that the CEMP will be a “live” document which will be reviewed prior to and updated during construction according to site specific conditions on the project and to reflect current construction activities, manage environmental risks and mitigation.

A dedicated Community Liaison Officer will be appointed for the Project, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

CIÉ/IE will ensure that good communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IE is open to the possibility of establishing a community forum during the construction phase of the works.

7. Summary of Issue Raised – Will house insurance policies be impacted and how will this be dealt with?

Response to Issue Raised

CIÉ/IE cannot comment on the policies of individual insurance companies. If the Railway Order is granted, we advise property owners to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property

8. Summary of Issue Raised – Request clarification on if there will be a gap between the retaining wall and gardens and whether sound barriers will be installed.

Response to Issue Raised

See response to Item 4 above.

Sound barriers – see response to Item 2 above.

9. Summary of Issue Raised – Request clarification on the environmental and health impacts of the overhead lines.

Response to Issue Raised

Environmental impacts

In relation to effect of OHLE on wildlife (bats and birds) this was considered in the Scoping of Impacts in Section 1.4 of Appendix 8.1, Volume 4 of the EIAR and the impact was scoped out of the assessment (no significant impact will occur).

Health impacts

As discussed in Section 23.6.2.5 of the EIAR, the potential of health impacts/risks from the OHLE is not probable, i.e., unlikely. The potential health effect has a plausible source-pathway-receptor relationship:

- The source is electrical equipment introduced by the proposed Project, notably the OHLE and substations;
- The pathway is actual field strength affecting biological processes, or concern about the former affecting mental health; and
- Receptors are residents in the local community, particularly those living in close proximity to new electrical infrastructure.

Although this theoretical pathway exists, the potential for actual risks to population health for the proposed Project is not probable. This is because Chapter 22 of the EIAR describes the adoption of regulatory standards as part of the design and operation of the proposed Project, which would break the source-pathway-receptor linkage. On the basis that a public health effect is not probable, there could not be a likely significant effect for population health and therefore this issue of actual EMF risk is not assessed further. Chapter 22 of the EIAR provides the details of the standards that would be met to ensure health protection.

10. Summary of Issue Raised – Construction noise will impact children with special needs and elderly residents. Request that a “monitoring committee” be established with CIÉ/IE, DCC, residents, public, and contractor representatives, and that a community liaison officer be appointed

Response to Issue Raised

The project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. The Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns arising during the construction phase.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction.

CIÉ/IE is open to the possibility of establishing a community forum during the construction phase of the works.

6.3.4. Ref 051 – Helen Shine

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerns over construction and operational noise while working from home. When and for how long will construction take place? How will sound be monitored?

Response to Issue Raised

Construction Duration

As mentioned in Section 2.2 of the Construction Environmental Management Plan (CEMP), Volume 4 Appendix 5.1 of the EIAR, the overall construction programme is expected to take 50 months, construction is expected to commence in mid-2025.

The CEMP will be a key construction contract document and post planning, the Contractor will take ownership of the CEMP to ensure commitments included in the statutory approvals are adhered to and that it integrates the requirements of the CEMP. It is intended that the CEMP will be a “live” document which will be reviewed prior to and updated during construction according to site specific conditions on the project and to reflect current construction activities, manage environmental risks and mitigation.

A dedicated Community Liaison Officer will be appointed for the Project, to communicate with the residents and to discuss any matters that may arise to address any concerns raised during the construction phase.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IE is open to the possibility of establishing a community forum during the construction phase of the works.

Construction Noise

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed at this location in order to mitigate operational rail noise (Table 14.69 of the EIAR). Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a moderate positive impact. This is summarised in Table 14.70 of the EIAR (location R22)

Noise and Vibration Monitoring

During the construction phase, a noise and vibration monitoring programme will be implemented by the appointed contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

2. Summary of Issue Raised – Concerns over structural impacts of vibrations from trains and the effect on house insurance

Response to Issue Raised

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

CIÉ/IE cannot comment on individual insurance company policies. If the Railway Order is granted, we advise property owners to contact their insurance company directly to appraise them of the project and any potential impacts to their property.

3. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- To explain control measures being put in place,
- To inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

4. Summary of Issue Raised – Safety concerns regarding the overhead lines and what it will look like.

Response to Issue Raised

The project design is governed by various technical and safety guidelines, which include European, National and CIÉ/IÉ internal standards and specifications. As outlined in Chapter 4 and Chapter 22 of the EIAR, the Overhead Line Equipment (OHLE) has been designed in accordance with a range of codes and standards pertaining to the design of the electrical infrastructure, which ensures public safety.

It is not anticipated that there will be any significant works to the boundary in this location and a retaining wall is not required. The new Overhead Line Equipment (OHLE) is expected to be visible to the rear of the property. The EIAR (Section 15.5.2.1.3 of Chapter 15) presents an assessment of the impacts on landscape character in the overall area.

5. Summary of Issue Raised – Concerns regarding communication and consultation. Conflicting information has been given regarding if land will be acquired or not. Concerned over if acquisition plans will change and if residents will be kept in the loop.

Response to Issue Raised

Land acquisition

As shown in Property Plan No. 12-2, there will be no land acquisition on this property. At an earlier stage in the project design, it was anticipated that a retaining wall and associated soil anchors would be required at this location. The need for a wall here was removed following more detailed design of geotechnical /structural solutions to minimise the impact on residents. As a result, no property acquisition is proposed.

6. Summary of Issue Raised – Concerned that not all properties backing onto the line are exempt from the €50 observation fee.

Response to Issue Raised

The observation cost is outside the control of CIÉ/IÉ and is part of the railway order process, which is governed by the Transport (Railway Infrastructure) Act 2001 (as amended) and the by the Planning and Development Act, 2000 (as amended). The Planning and Development Act provides that while potentially impacted landowners who are referenced in the Railway Order are entitled to make an observation free of charge, others must include a fee to make an observation. Neither CIÉ/IÉ nor An Bord Pleanála have any flexibility on this point.

6.3.5. Ref 056 – Janine Cooper

Submission Location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concern over a lack of extra stations included in the project. No station planned to serve Ballyfermot. Suggest a station at Kylemore Bridge conditioned as part of delivering these works.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – Concerns over increase in rail traffic. Effects of airborne and ground noise during and after construction should be minimised. Noise mitigation designed with reference to sound damping and sound absorption as well as sound screening measures.

Response to Issue Raised

Chapter 14 of the EIAR assesses the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on activity and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity specific measures to mitigate the construction noise impacts if the threshold values are exceeded are outlined in Section 14.7.1 of Chapter 14 of the EIAR. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.21 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A noise barrier is proposed along the project boundary at the rear of the property. With the proposed noise mitigation measures in place, the operational rail noise at this location is expected to be lower than the situation without the project in place (EIAR Table 14.70, location R21, which predicts a moderate positive impact from this Project).

Ground-borne noise level values are relevant only where they are higher than the airborne noise from railways (such as in the case of an underground railway). In the case of at grade railways the airborne noise typically masks any ground-borne noise component. The DART+ South West Project has one underground section through the Phoenix Park Tunnel, however there are no residential buildings located over this section. Based on the above, ground-borne noise has been scoped out of the noise impact assessment.

3. Summary of Issue Raised – Concerns with visual nuisance over loss of privacy from overlooking trains and should be considered.

Response to Issue Raised

With regard to privacy, the property at this location currently experiences passenger train movements. The increased frequency of train services will not have any greater height or increased visual access to the property.

4. Summary of Issue Raised – How will the development affect the shed to the rear of garden. Request that any auguring for the OHLE mast foundation does not detriment any structure.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

5. Summary of Issue Raised – Measures to assesses and avoid harm to existing wildlife, particularly birds, bats, and nocturnal species must be taken.

Response to Issue Raised

Measures specifying the protection of biodiversity and the mitigation of impacts to biodiversity are set out in Section 8.6 in Chapter 8 Biodiversity of the EIAR and the Natura Impact Statement. These measures are included to avoid harm to existing wildlife.

6. Summary of Issue Raised – Measures to control rats and vermin, avoid pest infestations into residences should be addressed.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

7. Summary of Issue Raised – Railway order documents are too technical for interpretation by the general public. Their language should be made more accessible.

Response to Issue Raised

CIÉ/IÉ was bound by legal requirements in relation to the documents contained in the Railway Order application. The information included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

8. Summary of Issue Raised – Designs affecting bordering properties are not complete and are open to interpretation, as they are unclear if the boundary wall will be retained and lack detail on foundations for the OHLE masts.

Response to Issue Raised

The level of design detail presented in the Railway Order application is appropriate for the stage of the project, that is, application for a railway order. It is not anticipated that there will be any significant changes to the existing rear property boundaries at this location.

9. Summary of Issue Raised – Requests that a residents' monitoring committee be engaged with during construction and for at least a year post construction and post commissioning to address possible adverse effects on adjoining properties.

Response to Issue Raised

The Project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents discuss any matters that may be raised and address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

10. Summary of Issue Raised – Safety impact of high voltage electrified wires in close proximity to rear garden walls to be addressed. Concerns over dangers such as occasional arcing of electricity and unknown dangers of EMF radiation.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection.

11. Summary of Issue Raised - Overhead lines should be a safe distance from property boundaries, not encroach on property boundaries including airspace.

Response to Issue Raised

The project design is governed by various technical and safety guidelines, which include European, National and CIÉ/IE internal standards and specifications. As outlined in Chapter 4 of the EIAR, the Overhead Line Equipment (OHLE) has been designed in accordance with a range of codes and standards pertaining to the design of the electrical infrastructure, which ensures public safety.

12. Summary of Issue Raised - Implication of building future sheds against boundary wall (in terms of safety during construction).

Response to Issue Raised

There will be no change to current practices for properties at this location as regards building structures within the boundary of the property. The current planning process will continue to apply.

13. Summary of Issue Raised – Four-tracking from Park West to Cherry Orchard brings tracks closer to Landen Road property boundaries. Have alternative options or extending south into IE land been considered?

Response to Issue Raised

A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). The process comprises of a two-stage approach, as appropriate:

- Stage 1 – Preliminary Appraisal (sifting) of a long list of options; and
- Stage 2 – Multi-Criteria Analysis (MCA) of a shorter list of feasible options.

As outlined in Section 3.7.1.3 of the EIAR Chapter 3 Alternatives Considered, The Do-Nothing Option (Option 0) along with four additional design options (Options 1-4) were considered at Stage 1. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Table 8-5 Stage 1: Preliminary Assessment (Sifting) Findings for Inchicore

Preliminary Assessment (Sifting) for Inchicore		
Option	Description	Findings
Option 0: Do Nothing	The existing infrastructure remains unchanged. There are no interventions.	Will not deliver project objectives or requirements.
Option 1: Do-Minimum)	Makes use of the existing four tracks and siding tracks. Electrification of the two northern tracks.	There is insufficient space for four-tracking to the south in this area, and the electrification tie-in of the southern track (current sidings) would result in significant loss of functionality at the Irish Rail Inchicore Works. It therefore will not deliver project objectives or requirements.
Option 2	This option provides four-tracking and electrification by providing additional tracks in a new tunnel.	There is insufficient space to accommodate a tunnel due to the necessary approach distances required to accommodate a tunnel portal. It therefore will not deliver project objectives or requirements.
Option 3	This option provides an additional track to the north, includes electrification, and the Inchicore siding remains operational. The existing track is extended to the north (towards the boundary with Landen Road).	Feasible.
Option 4	This option provides an additional track to the south and electrification. The existing rail corridor is extended to the south (towards the boundary with Inchicore Works).	Feasible.

The Do-Nothing Option and Options 1 and 2 failed the engineering feasibility sifting process at Stage 1 as they did not meet the project objectives for electrification. Options 3 and 4 were brought forward for detailed Stage 2 MCA.

Overall considering all CAF parameters, Option 4 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1. Moving the railway and works south away from the residential properties to the north was the key advantage of Option 4 although under “Environment” impacts were recorded in relation to architectural heritage associated with a Signal Box (Protected Structure) and turret within Inchicore works.

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations, including the residential amenity of houses along Landen Road.

14. Summary of Issue Raised – Queried why all residents whose properties bound the proposed development are not entitled to make a free observation, given the impact this has on adjoining properties, why is there no discount rate for pensioners

Response to Issue Raised

The observation cost is outside the control of CIÉ/IEÉ and is governed by the Transport (Railway Infrastructure) Act 2001 (as amended) and the Planning and Development Act 2000 (as amended). The Planning and Development Act provides that potentially Impacted landowners, who are referenced in the Railway Order, are entitled to make an observation free of charge. Others must include a fee to make an observation. Neither CIÉ/IEÉ nor An Bord Pleanála has any flexibility or discretion in relation to this issue.

6.3.6. Ref 064 – Kate Joyce

Submission location – Kilmainham Square, Dublin 8

1. Summary of Issue Raised – Queries raised over the selection of the baseline noise monitoring locations including why a 9th floor apartment was chosen over a ground, 1st or 2nd floor apartment. Concerned that the EIAR has not adequately assessed the impact on residents as despite requests to CIÉ/IÉ undertake these measurements during a period of night-time maintenance works this was not carried out.

Response to Issue Raised

As outlined in Section 14.4 in Chapter 14 of the EIAR, eighteen noise monitoring locations were identified for obtaining representative ambient and background noise levels near the proposed development. This was to provide quantification and an understanding of the acoustic environment adjacent to and in proximity to the proposed Project. The purpose of the noise monitoring surveys was to:

- Determine the background and ambient noise levels at representative Noise Sensitive Receptors (NSRs) along the route of the proposed Project;
- Evaluate the noise climate in the Noise and Vibration Study Area;
- Define the applicable construction noise threshold in accordance with British Standard BS5228-1, Code of Practice of Noise Control on Construction and Open Sites; and
- Determine the significance rating when baseline noise levels are higher than operational rail noise.

A number of residents from The Old Chocolate Factory Apartments, Kilmainham Square confirmed they were agreeable for a baseline noise measurement to be undertaken at their property. This information was reviewed and properties that were confirmed to have a balcony and direct line of sight of the railway line were selected for further consideration. The selection of baseline measurement locations considered all noise sources not just rail noise. The noise environment at the Old Chocolate Factory Apartments is comprised of road traffic noise and rail noise and the selection of monitoring locations considered wider noise environment amongst other factors.

Unattended baseline noise measurements using a noise monitoring terminal installation were carried out at representative locations along the length of the project over a period of 24 hours at each location. This allowed a measurement of the 16-hour (day) and the 8-hour (night) to be determined at each location. The noise measurement characterised the existing noise levels in the immediate area.

The noise measurement was undertaken in the absence of the night-time track maintenance works to obtain a more representative background and ambient noise level for night-time and as such a lower baseline noise level has been recorded compared to if night-time track maintenance works were included. This is important as the operational noise mitigation criteria outlined in Section 14.3.3.5 in Chapter 14 of the EIAR considers the existing baseline as one of the three criteria when determining if mitigation measures are required.

Section 14.3.3.6.1 of Chapter 14 discusses World Health Organisation (WHO) published Environmental Noise Guidelines for the European Region in October 2018. The WHO guideline

values are recommended to serve as the basis for a policy-making process to allow evidence based public health orientated recommendations. They are not intended to be noise limits.

Construction Stage Noise Impacts

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works and Noise

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Vibration concerns. The EIAR vibration tests at three apartments are not reflective of current experience and believe that the impact of vibration cannot be discounted

Response to Issue Raised

As stated in the Chapter 14 of the EIAR, three vibration monitoring locations were identified for obtaining representative environmental vibration levels near the proposed development in addition to quantifying vibration levels from existing trains. Attended measurements were undertaken with details of train passes recorded for the passage of 20 trains at each location. Reliable estimates have been made using available data.

BS6472-1 provides Vibration Dose Value (VDV) ranges used to estimate the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. The above and the significance rating are summarised in Section 14.3.3.7 of Chapter 14 of the EIAR. The term ‘significant effect’ is used in undertaking an Environmental Impact Assessment (EIA) where the EIA Directive requires the identification of likely significant effects (both positive and negative), and the description of the measures envisaged to avoid, reduce and, if possible, remedy significant adverse effects. For assessing the significance of effect, reference is made to the EPA Guidelines (2022), BS 6472-1:2008 and the DMRB (UK Highways Agency publication, Design Manual for Roads and Bridges LA111 – Noise and Vibration Revision 2, UK Highways Agency (2020).

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

3. Summary of Issue Raised – Sufficient detail was not provided regarding noise, vibration, and air pollution mitigation measures. Propose an overhead canopy/tunnel, sound/vibration proof barriers on the retaining wall, anti-vibration mats and blankets, silent track tuned rail dampers, a tree barrier, and electrified lines should be on the side closest to residences.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations. A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes’ (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). This is detailed in Chapter 3 Alternatives Considered of the EIAR.

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently alongside the future DART services. The future DART service will operate on the electrified lines (northern tracks), while the Intercity and fast regional services will operate on the fast non-electrified lines.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

A new cut and cover buried portal structure OBC1A is proposed at South Circular Road Bridge. As outlined in Section 3.7.1.5 of the EIAR Chapter 3 Alternatives Considered, the Do-Nothing Option (Option 0) along with eight additional design options (Options 1-8) were considered for this area. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Overall considering all CAF parameters, Option 6 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1.

Preliminary Assessment (Sifting) for South Circular Road Bridge (OBC1)		
Option	Description	Findings
Option 0: Do Nothing	No interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four tracking without widening the existing rail corridor or providing additional vertical and horizontal clearance at South Circular Road Bridge (OBC1) and St. John's Road Bridge (OBC0A).	Cannot be achieved. Does not meet project objectives.
Option 2	South Circular Road Bridge (OBC1) is reconstructed with a greater span and height to provide sufficient vertical and horizontal clearance. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 3	Similar to Option 2, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 4	Replace South Circular Road Bridge (OBC1) with a wider structure i.e., a long over-widened single span portal, constructed in 2 phases. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 5	Similar to Option 4, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 6	Retain South Circular Road Bridge (OBC1). A new 'cut and cover' buried portal structure would be constructed on the north side of the existing bridge. The existing bridge would facilitate two non-electrified tracks. The new structure would provide the space for the two electrified tracks. All vertical clearance requirements would be absorbed by track lowering and localized road level increases.	Feasible
Option 7	Similar to Option 2 but would incorporate a minor and localised increase to road levels on the Chapelton Bypass on the north-west side of the new bridge.	Feasible
Option 8	Similar to Option 4 but would incorporate a minor and localised increase to road levels on the Chapelton Bypass on the north-west side of the new bridge.	Feasible

In terms of the Environmental sub-criteria, Option 6 was found to have 'Some Comparable Advantage' over the other options in terms of minimising the potential effect on: Air and Climate (less effect on traffic during construction); Landscape and Visual; Cultural Heritage and Architectural Heritage; and Agricultural and Non-agricultural land use factors. Option 6 has less effect on the housing to the southwest of South Circular Road Bridge (OBC1).

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations.

A range of alternative mitigation measures including resilient rail and noise barriers was considered in the noise assessment. The use of resilient rail resulted in a negligible reduction in noise levels. The section of track adjacent to Kilmainham square is in deep cut and the inclusion of a noise barrier was also considered, however there was limited benefit especially for the higher floors of adjacent apartment blocks as there was direct line of sight.

A tree barrier was not considered as it provides a small amount of attenuation. The small amount of attenuation occurs if the foliage is sufficiently dense to completely block the view along the propagation path, however the effectiveness would be limited. In addition, there is insufficient space

available due to technical and safety considerations to have an effective lineside tree/foliage barrier at Kilmainham Square.

4. Summary of Issue Raised – Stated that trains passing impacts fibre optic cabling, disrupting internet access. Concerned that additional trains will worsen this problem.

Response to Issue Raised

It is acknowledged that due to the Project, there may potentially be an impact on existing utilities along the route, such as gas, power or water pipes, drainage structures, telecoms equipment, etc, although it is not anticipated that power interruptions will occur as a result of the project. The treatment in the temporary and permanent situations has been carefully considered during the development of the design of the DART+ South West Project. From a design perspective, engagement with utility providers has been carried out. This early engagement established open communication with the utility providers to determine the location and details of existing utilities, the identification of high risk and/or high value utilities, and development and agreement of diversion proposals. Further engagement will be undertaken if a railway order is granted.

Chapter 18 of the EIAR identified, describes and presents an assessment of the likely significant effects of the Project on Material Assets: Utilities. Details of the diversions required for telecommunication utilities have been outlined in Volume 4, Appendix 18.1 of the EIAR. Section 18.6.1 details the mitigation measures that will be implemented by the contractor to ensure no impact to end users.

5. Summary of Issue Raised – Stated that there was no consultation with residents of Kilmainham Square in 2022. Experience to date with communications from CIÉ/IE has been inadequate. Request engagement must be directly with residents and not property management companies.

Response to Issue Raised

In relation to communications, CIÉ/IE has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

The participation by Ms Joyce in early phases of consultation, and the offer of involvement in monitoring is appreciated.

During 2022, and in particular following the PC2 stage (second Public Consultation), we needed to engage in particular with locations where there was a direct physical impact on property adjacent to the rail line - for example in locations where we need to purchase land (either on a temporary or permanent basis) or where accesses might be impacted. The requirement for this type of engagement became more clear as the design advanced. Hence, we carried out additional engagement in this respect. There were no property acquisition impacts or major design changes that merited further contact in respect of the Kilmainham Square apartment block.

6. Summary of Issue Raised – Concerned that ground movement will cause property damage and requests that pre and post building surveys be carried out.

Response to Issue Raised

The works at this location will be primarily undertaken within the existing rail corridor and to the northern side of the railway and SCR junction. It is not anticipated that the construction works will result in adverse structural impacts for Kilmainham Square. Where appropriate, a condition survey will be carried out before construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

7. Summary of Issue Raised – Stated that if there is a genuine concern regarding noise and vibration, the detailed design should ensure that the electrified lines are those located closest to residential areas.

Response to Issue Raised

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently along the future DART services. The future DART service will operate on the electrified lines (northern tracks), while the Intercity and fast regional services will operate on the fast non-electrified lines.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. The electrified lines will be located on the northern section of the rail corridor due to the requirement to provide a DART service connection to the new Heuston West Station and onwards to the city centre via the Phoenix Park Tunnel. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

8. Summary of Issue Raised – Concerns over dust and air pollution. Consultation with residents should take place and green mitigation solutions considered.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

9. Summary of Issue Raised – The loss of vegetation on the embankment will harm biodiversity and should be mitigated. Suggest a planted canopy/tunnel mentioned previously as a noise mitigation measure.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675; and
- Green roof on top of the cut and cover tunnel located West of South Circular Bridge (OBC1A) on ‘Cut and cover tunnel’, Chainage 9+500.

These measures will assist in reducing biodiversity impacts in the vicinity of Kilmainham Square.

6.3.7. Ref 069 – Leonard Hayes

Submission Location – Kilmainham Square Apartments, Inchicore Road, Kilmainham

1. Summary of Issue Raised – Request a sound barrier at Kilmainham Square during construction and operation. Request sound and vibration monitoring at apartments. Request permanent sound mitigation measure and propose an overhead canopy/tunnel, sound/vibration proof barriers on the retaining wall, anti-vibration mats and blankets, silent track tuned rail dampers, a tree barrier, and electrified lines should be on the side closest to residences.

Response to Issue Raised

Construction Stage Noise Impacts

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works and Noise

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, the contractor will employ a dedicated Community Liaison Officer (CLO) for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.

CIÉ/IEÉ will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

Operational Noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations. A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). This is detailed in Chapter 3 Alternatives Considered of the EIAR.

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently alongside the future DART services. The future DART service will operate on the electrified lines

(northern tracks), while the Intercity and fast regional services will operate on the fast non-electrified lines.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

A new cut and cover buried portal structure OBC1A is proposed at South Circular Road Bridge. As outlined in Section 3.7.1.5 of the EIAR Chapter 3 Alternatives Considered, the Do-Nothing Option (Option 0) along with eight additional design options (Options 1-8) were considered for this area. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Overall considering all CAF parameters, Option 6 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1.

Preliminary Assessment (Sifting) for South Circular Road Bridge (OBC1)		
Option	Description	Findings
Option 0: Do Nothing	No interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four tracking without widening the existing rail corridor or providing additional vertical and horizontal clearance at South Circular Road Bridge (OBC1) and St. John's Road Bridge (OBC0A).	Cannot be achieved. Does not meet project objectives.
Option 2	South Circular Road Bridge (OBC1) is reconstructed with a greater span and height to provide sufficient vertical and horizontal clearance. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 3	Similar to Option 2, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 4	Replace South Circular Road Bridge (OBC1) with a wider structure i.e., a long over-widened single span portal, constructed in 2 phases. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 5	Similar to Option 4, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 6	Retain South Circular Road Bridge (OBC1). A new 'cut and cover' buried portal structure would be constructed on the north side of the existing bridge. The existing bridge would facilitate two non-electrified tracks. The new structure would provide the space for the two electrified tracks. All vertical clearance requirements would be absorbed by track lowering and localized road level increases.	Feasible
Option 7	Similar to Option 2 but would incorporate a minor and localised increase to road levels on the Chapelizod Bypass on the north-west side of the new bridge.	Feasible
Option 8	Similar to Option 4 but would incorporate a minor and localised increase to road levels on the Chapelizod Bypass on the north-west side of the new bridge.	Feasible

In terms of the Environmental sub-criteria, Option 6 was found to have ‘Some Comparable Advantage’ over the other options in terms of minimising the potential effect on: Air and Climate (less effect on traffic during construction); Landscape and Visual; Cultural Heritage and Architectural Heritage; and Agricultural and Non-agricultural land use factors. Option 6 has less effect on the housing to the southwest of South Circular Road Bridge (OBC1).

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations.

A range of alternative mitigation measures including resilient rail and noise barriers was considered in the noise assessment. The use of resilient rail resulted in a negligible reduction in noise levels. The section of track adjacent to Kilmainham square is in deep cut and the inclusion of a noise barrier was also considered, however there was limited benefit especially for the higher floors of adjacent apartment blocks as there was direct line of sight.

A tree barrier was not considered as it provides a small amount of attenuation. The small amount of attenuation occurs if the foliage is sufficiently dense to completely block the view along the propagation path, however the effectiveness would be limited. In addition, there is insufficient space available due to technical and safety considerations to have an effective lineside tree/foliage barrier at Kilmainham Square.

Further detailed design stage

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including utilising any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

Vibration Impacts

The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

Monitoring: Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

No adverse structural impacts are anticipated from the construction works as the vibration from construction activities is below the guide values for cosmetic damage. However, vibration from some construction activities may be perceptible at some residences.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor’s provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

Community Engagement

As part of the construction strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6.3.8. Ref 075 – Mairead Kirby

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concern about structural damage to house from retaining wall anchors.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of soil anchors will be completed from the track side and it is not envisaged that access to the property would be required for construction.

CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

No adverse structural impacts to the property are anticipated as a result of these works. A condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

2. Summary of Issue Raised – Concerns over the railway's impacts on future development of the house and garden and the value of the property/house insurance.

Response to Issue Raised

CIÉ/IÉ will own the substratum and soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e.

the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent. A property owner may be entitled to make a claim in respect of the acquisition under various headings.

More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IÉ cannot comment on individual insurance company policies. If the Railway Order is granted, property owners may wish to contact their insurance broker and or insurance company directly to appraise them of the project and any potential impacts to their property.

3. Summary of Issue Raised – Concerns over the safety of OHLE and electrical substations in proximity to the house.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

It is further noted that the dwelling is a significant distance (more than 250 metres) from the proposed DART substation, which is on the far side of the CIÉ/IÉ Inchicore Railway Works.

4. Summary of Issue Raised - Concern over impact on boundary wall and trees

Response to Issue Raised

Due to the nature of the proposed works, trees and vegetation removal will be required. This includes proposals to remove trees at the rear of the property. There are no proposals to remove or replace the existing boundary wall. The property boundary will remain the same.

The Loss of trees and hedgerows due to construction has been considered and where possible mitigation measures are proposed in the EIAR. Technical and space constraints mean that no mitigation planting is proposed at this location. The drawings in Volume 4, Appendix 15.1 of the EIAR show the estimated wooded vegetation losses.

A new retaining wall will be constructed along the rail corridor in the vicinity of the property, the final design of the retaining wall and the boundary treatments in this area will be finalised during the detailed design stage, subject to the grant of the Railway Order. The space between the rear boundary wall and the new retaining wall will be securely fenced off and will be maintained by CIÉ/IE.

5. Summary of Issue Raised - Concern over traffic disturbance due to construction work

Response to Issue Raised

A key consideration during the construction stage will be traffic management, to minimise the impact on the local community and traffic network, a temporary single lane road bridge will be installed to the west of the existing Kylemore Bridge to facilitate northbound traffic during bridge reconstruction. Southbound traffic would be routed through a diversion across Le Fanu Bridge.

As the existing Le Fanu Bridge is substandard and is a low-capacity bridge, it is proposed to upgrade Le Fanu Bridge in advance of Kylemore Road Bridge. It is proposed that Le Fanu Bridge will be reopened prior to the closure of Kylemore Road Bridge. A temporary pedestrian bridge will also be provided to the east of the existing Kylemore Road Bridge.

The impact on traffic distribution within the surrounding road network and the proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Section 6.5.1 of the EIAR outlines the projected durations for the temporary bridge closures, it is expected that Kylemore Road Bridge will be closed for approximately 9 months, as noted a temporary road bridge and a temporary pedestrian bridge will be provided for the duration of the closure.

6. Summary of Issue Raised - Concern over air pollution

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to

construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

7. Summary of Issue Raised – Concern over noise during construction phase and post construction

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 2.5m high noise barrier atop a new piled wall is proposed along the project boundary to the rear of the property. With the proposed mitigation measures in place, the operational rail noise is expected to be marginally reduced compared to the situation without the project in place. This is summarised in Table 14.70 of the EIAR (location R27).

8. Summary of Issue Raised – Concerned over loss of earnings as construction will prevent renting out room.

Response to Issue Raised

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e.

the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

9. Summary of Issue Raised – Concerns regarding consequences of potential rat infestation

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that good effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6.3.9. Ref 078 – Maria Gavin

Submission Location – Kilmainham Square Apartments, Kilmainham

1. Summary of Issue Raised – Concern over construction being carried out overnight.

Response to Issue Raised

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise

Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Concern over increased noise and vibration disruption.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

Construction Stage Noise Impacts

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Operational Noise Impacts

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed

engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

Vibration Impacts

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

3. Summary of Issue Raised – Concern over disruption to quality of life (including chemical pollution)

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health, or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

In relation to concerns about chemical pollution, a Construction Environmental Management Plan (CEMP) has been prepared as part of the draft Railway Order application. The CEMP will address inform the construction management on the site. The contractor will prepare and develop Pollution Prevention Measures such as procedures relating to storage & containment, fuel management procedures, incident and emergency response procedures including provision of spill kits and other measures. Procedures will be made available to all personnel on-site and will be part of site induction training and toolbox talks, where required.

6.3.10. Ref 084 – Michael Mara

Submission location – Kilmainham Square, Dublin 8

1. Summary of Issue Raised – Concern over construction being carried out at night, affecting sleep, what proposals the development has to minimise the amount of noise at night-time hours.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these will take place during weekend and night-time possessions.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR Section 14.7.1 of the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a Railway Order, the construction programme will be further developed utilising any changes/improvements in any construction methods/technologies to reduce

noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Noise monitoring sampling was poor, only 3 apartments monitored, one of which was a 9th floor.

Response to Issue Raised

We are satisfied that the noise monitoring was satisfactory and informs the EIAR appropriately.

As outlined in Section 14.4 in Chapter 14 of the EIAR, eighteen noise monitoring locations were identified for obtaining representative ambient and background noise levels near the proposed development. This was to provide quantification and an understanding of the acoustic environment adjacent to and in proximity to the proposed Project. The purpose of the noise monitoring surveys was to:

- Determine the background and ambient noise levels at representative Noise Sensitive Receptors (NSRs) along the route of the proposed Project;
- Evaluate the noise climate in the Noise and Vibration Study Area;
- Define the applicable construction noise threshold in accordance with British Standard BS5228-1, Code of Practice of Noise Control on Construction and Open Sites; and
- Determine the significance rating when baseline noise levels are higher than operational rail noise.

A number of residents from The Old Chocolate Factory Apartments, Kilmainham Square confirmed they were agreeable for a baseline noise measurement to be undertaken at their property. This information was reviewed and properties that were confirmed to have a balcony and direct line of sight of the railway line were selected for further consideration. The selection of baseline measurement locations considered all noise sources not just rail noise. The noise environment at the Old Chocolate Factory Apartments is comprised of road traffic noise and rail noise and the selection of monitoring locations considered wider noise environment amongst other factors.

Unattended baseline noise measurements using a noise monitoring terminal installation were carried out at representative locations along the length of the project over a period of 24 hours at each

location. This allowed a measurement of the 16-hour (day) and the 8-hour (night) to be determined at each location. The noise measurement characterised the existing noise levels in the immediate area.

The noise measurement was undertaken in the absence of the night-time track maintenance works to obtain a more representative background and ambient noise level for night-time and as such a lower baseline noise level has been recorded compared to if night-time track maintenance works were included. This is important as the operational noise mitigation criteria outlined in Section 14.3.3.5 in Chapter 14 of the EIAR considers the existing baseline as one of the three criteria when determining if mitigation measures are required.

Section 14.4.1 of the EIAR provides details on the baseline noise survey. All measurements were undertaken in accordance with ISO 1996 Acoustics – Description and Measurement of Environmental Noise, Part 1 (ISO 1996-1:2016) and Part 2 (ISO 1996-2:2017). The sound level meters were calibrated before and after the survey using a B&K 4132 Class 1 Acoustic Calibrator and the drift in calibration was within acceptable range (as per criterion in BS 4142:2014+A1:2019).

Results are presented in Chapter 14 and Appendix 14.1 of the EIAR. The EIAR outlines the methodology including details on pre and post measurement calibration and analysis. We are satisfied that the procedure followed is robust.

Section 14.3.3.6.1 of Chapter 14 discusses World Health Organisation (WHO) published Environmental Noise Guidelines for the European Region in October 2018. The WHO guideline values are recommended to serve as the basis for a policy-making process to allow evidence based public health orientated recommendations. They are not intended to be noise limits.

3. Summary of Issue Raised - Vibration monitoring sampling carried was poor. Experience vibrations currently and believe impact of vibration cannot be discounted.

Response to Issue Raised

We are satisfied that the vibration monitoring was satisfactory and informs the EIAR appropriately.

As stated in the Chapter 14 of the EIAR, three vibration monitoring locations were identified for obtaining representative environmental vibration levels near the proposed development in addition to quantifying vibration levels from existing trains. Attended measurements were undertaken with details of train passes recorded for the passage of 20 trains at each location. Reliable estimates have been made using available data.

As outlined in Section 14.4.2.1 of the EIAR, measurements were undertaken in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. The measurement instrumentation was a Bruel and Kjaer Vibration Monitoring Terminal Type 3680 using a triaxial geophone and recording both Peak Particle Velocity and Vibration Dose Value. The geophone was mounted on three spikes to ensure good base contact and weighed down with a sandbag.

BS6472-1 provides Vibration Dose Value (VDV) ranges used to estimate the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. This and the significance rating are summarised in Section 14.3.3.7 of Chapter 14 of the EIAR. The term ‘significant effect’ is used in undertaking an Environmental Impact Assessment (EIA) where the EIA Directive requires the identification of likely significant effects (both positive and negative), and the

description of the measures envisaged to avoid, reduce and, if possible, remedy significant adverse effects. For assessing the significance of effect, reference is made to the EPA Guidelines (2022), BS 6472-1:2008 and the DMRB (UK Highways Agency publication, Design Manual for Roads and Bridges LA111 – Noise and Vibration Revision 2, UK Highways Agency (2020).

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

4. Summary of Issue Raised – Concern over potential damage to building and mitigation for this

Response to Issue Raised

The works at this location will be primarily undertaken within the existing rail corridor and to the northern side of the railway and SCR junction. It is not anticipated that the construction works will result in adverse structural impacts for Kilmainham Square. Where appropriate, a condition survey will be carried out before construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

5. Summary of Issue Raised – Understand no detailed design or information around noise or air pollution mitigation has been offered.

Response to Issue Raised

The Environmental Impact Assessment Report (EIAR) submitted as part of the draft Railway Order application for the DART+ South West project assesses the potential effects of the project on the environment. The EIAR chapters provide an impact assessment on the environmental factors in accordance with EIA Directive 2011/92/EU, as amended (the 'EIA Directive').

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. Details of the mitigation measures are outlined in the response to Item 1.

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to

be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The appointed contractor will take ownership of the CEMP once appointed and will have responsibility to deliver on the mitigation measures outlined in the Environmental Impact Assessment Report and conditioned as part of the Railway Order approval. A dedicated Community Liaison Officer will also be in place to address any concerns raised by residents during the construction phase.

CIÉ/IE will also implement the mitigation measures included in the EIAR together with any conditions, modifications, restrictions and requirements that An Bord Pleanála might wish to apply. The mitigation measures outlined in the EIAR provide safeguards that will reduce the level of disturbance and inconvenience from the project.

6.3.11. Ref 089 – Noel & Anne Fitzgerald

Submission location – Landen Road, Ballyfermot

1. Summary of Issue Raised – Concerned noise will substantially increase with the introduction of the DART service.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.21 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

A 3.5m high noise barrier is proposed along the project boundary at the rear of the property. Once mitigation measures are implemented for the Project, it is anticipated that overall noise levels will be reduced compared to the situation without the project in place, meaning a positive impact. This is summarised in Table 14.70 of the EIAR (location R21).

2. Summary of Issue Raised – Concerns that increased noise and vibrations from increased train traffic will damage property.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project on the receiving environment.

The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the

guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

During the construction phase, a noise and vibration monitoring programme will be implemented by the contractor to assess compliance of the construction works with the noise and vibration limits set out in Section 14.3.3 of the EIAR. The selection of monitoring locations (number and location) will be agreed with the relevant local authorities but will be based on the nearest representative noise sensitive locations to the working areas which will progress along the length of the proposed Project.

Full details of the Contractor's provision for noise and vibration monitoring and procedures including provisions for publication of monitoring results will be submitted to and agreed by the Planning Authority prior to commencement of work.

3. Summary of Issue Raised – Concern over potential EMF radiation emitted from OHLE.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMF complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

4. Summary of Issue Raised – Concern over wildlife impacts (birds in particular), effect of noise and presence of OHLE if the project is to proceed.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity 'stepping stones' will mitigate the loss of habitat in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675;
- Reinstatement and enhancement of habitat at proposed construction compounds north and south of Sarsfield Road Under-Bridge (UBC4), chainage 10+500; and
- Reinstatement and enhancement of habitat at Proposed attenuation tank and amenity grassland in Inchicore Works, chainage 10+700 and at Proposed construction compound and existing amenity grassland and water feature in Inchicore Works, chainage 10+900.

Furthermore, a combination of measures will mitigate the impact to breeding and commuting/foraging birds in this area. These measures specify:

- The removal of existing hedgerow and vegetation shall avoid the bird nesting season (March to August, inclusive).
- Construction lighting will avoid night-time illumination of retained and adjoining vegetation during the bird nesting season (March to August, inclusive). All night-time construction operatives will be informed of this requirement by the Project Ecologist (Ecological Clerk of Works).
- Bird nesting boxes shall be installed at various locations. The specification for these boxes has been outlined in Section 8.6.2.1.2; and
- Measures to retain, reinstate, and create ecological stepping-stone vegetation shall be put in place. These measures are set out in Section 8.6.2.1.2.

The Railway Order application included the EIAR which outlined detailed mitigation measures, a Natura Impact Statement and a CEMP. In relation to effect of OHLE on wildlife (bats and birds) this was considered in the Scoping of Impacts in Section 1.4 of Appendix 8.1, Volume 4 of the EIAR and the impact was scoped out of the assessment (no significant impact will occur).

5. Summary of Issue Raised – Concerns over rat and vermin infestation.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

6.3.12. Ref 092 – Orla Cassin

Submission location - Kilmainham Square, Dublin 8

1. Summary of Issue Raised – Respondent stated inefficient noise testing carried out, only 3 apartments tested. Concerned regarding construction which will be carried out at night-time and believes the impact on residents has not been properly assessed in the EIAR.

Response to Issue Raised

As outlined in Section 14.4 in Chapter 14 of the EIAR, eighteen noise monitoring locations were identified for obtaining representative ambient and background noise levels near the proposed development. This was to provide quantification and an understanding of the acoustic environment adjacent to and in proximity to the proposed Project. The purpose of the noise monitoring surveys was to:

- Determine the background and ambient noise levels at representative Noise Sensitive Receptors (NSRs) along the route of the proposed Project;
- Evaluate the noise climate in the Noise and Vibration Study Area;
- Define the applicable construction noise threshold in accordance with British Standard BS5228-1, Code of Practice of Noise Control on Construction and Open Sites; and
- Determine the significance rating when baseline noise levels are higher than operational rail noise.

A number of residents from The Old Chocolate Factory Apartments, Kilmainham Square confirmed they were agreeable for a baseline noise measurement to be undertaken at their property. This information was reviewed and properties that were confirmed to have a balcony and direct line of sight of the railway line were selected for further consideration. The selection of baseline measurement locations considered all noise sources not just rail noise. The noise environment at the Old Chocolate Factory Apartments is comprised of road traffic noise and rail noise and the selection of monitoring locations considered wider noise environment amongst other factors.

Unattended baseline noise measurements using a noise monitoring terminal installation were carried out at representative locations along the length of the project over a period of 24 hours at each location. This allowed a measurement of the 16-hour (day) and the 8-hour (night) to be determined at each location. The noise measurement characterised the existing noise levels in the immediate area.

The noise measurement was undertaken in the absence of the night-time track maintenance works to obtain a more representative background and ambient noise level for night-time and as such a lower baseline noise level has been recorded compared to if night-time track maintenance works were included. This is important as the operational noise mitigation criteria outlined in Section 14.3.3.5 in Chapter 14 of the EIAR considers the existing baseline as one of the three criteria when determining if mitigation measures are required.

Section 14.3.3.6.1 of Chapter 14 discusses World Health Organisation (WHO) published Environmental Noise Guidelines for the European Region in October 2018. The WHO guideline

values are recommended to serve as the basis for a policy-making process to allow evidence based public health orientated recommendations. They are not intended to be noise limits.

Construction Stage Noise Impacts

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Night-time Works and Noise

Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the construction works. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

2. Summary of Issue Raised – Vibration concerns. The EIAR vibration tests at three apartments are not reflective of current experience and believe that the impact of vibration cannot be discounted.

Response to Issue Raised

As stated in the Chapter 14 of the EIAR, three vibration monitoring locations were identified for obtaining representative environmental vibration levels near the proposed development in addition to quantifying vibration levels from existing trains. Attended measurements were undertaken with details of train passes recorded for the passage of 20 trains at each location. Reliable estimates have been made using available data.

BS6472-1 provides Vibration Dose Value (VDV) ranges used to estimate the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. The above and the significance rating are summarised in Section 14.3.3.7 of Chapter 14 of the EIAR. The term ‘significant effect’ is used in undertaking an Environmental Impact Assessment (EIA) where the EIA Directive requires the identification of likely significant effects (both positive and negative), and the description of the measures envisaged to avoid, reduce and, if possible, remedy significant adverse effects. For assessing the significance of effect, reference is made to the EPA Guidelines (2022), BS 6472-1:2008 and the DMRB (UK Highways Agency publication, Design Manual for Roads and Bridges LA111 – Noise and Vibration Revision 2, UK Highways Agency (2020).

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

3. Summary of Issue Raised – Sufficient detail was not provided regarding noise, vibration, and air pollution mitigation measures. Propose an overhead canopy/tunnel. Stated the design should ensure that the electrified lines are those located closest to residential areas.

Response to Issue Raised

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels as a result of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

The alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations. A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes’ (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). This is detailed in Chapter 3 Alternatives Considered of the EIAR.

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently alongside the future DART services. The electrified lines will be located on the northern section of the rail corridor due to the requirement to provide a DART service connection to the new Heuston West Station and onwards to the city centre via the Phoenix Park Tunnel. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

A new cut and cover buried portal structure OBC1A is proposed at South Circular Road Bridge. As outlined in Section 3.7.1.5 of the EIAR Chapter 3 Alternatives Considered, the Do-Nothing Option (Option 0) along with eight additional design options (Options 1-8) were considered for this area. Detailed descriptions of these options were presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Overall considering all CAF parameters, Option 6 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1.

Table 6-1 Preliminary Options Selection Report

Preliminary Assessment (Sifting) for South Circular Road Bridge (OBC1)		
Option	Description	Findings
Option 0: Do Nothing	No interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four tracking without widening the existing rail corridor or providing additional vertical and horizontal clearance at South Circular Road Bridge (OBC1) and St. John's Road Bridge (OBC0A).	Cannot be achieved. Does not meet project objectives.
Option 2	South Circular Road Bridge (OBC1) is reconstructed with a greater span and height to provide sufficient vertical and horizontal clearance. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 3	Similar to Option 2, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 4	Replace South Circular Road Bridge (OBC1) with a wider structure i.e., a long over-widened single span portal, constructed in 2 phases. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 5	Similar to Option 4, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 6	Retain South Circular Road Bridge (OBC1). A new 'cut and cover' buried portal structure would be constructed on the north side of the existing bridge. The existing bridge would facilitate two non-electrified tracks. The new structure would provide the space for the two electrified tracks. All vertical clearance requirements would be absorbed by track lowering and localized road level increases.	Feasible
Option 7	Similar to Option 2 but would incorporate a minor and localised increase to road levels on the Capelroad Bypass on the north-west side of the new bridge.	Feasible
Option 8	Similar to Option 4 but would incorporate a minor and localised increase to road levels on the Capelroad Bypass on the north-west side of the new bridge.	Feasible

In terms of the Environmental sub-criteria, Option 6 was found to have 'Some Comparable Advantage' over the other options in terms of minimising the potential effect on: Air and Climate (less effect on traffic during construction); Landscape and Visual; Cultural Heritage and Architectural Heritage; and Agricultural and Non-agricultural land use factors. Option 6 has less effect on the housing to the southwest of South Circular Road Bridge (OBC1).

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations.

A range of alternative mitigation measures including resilient rail and noise barriers was considered in the noise assessment. The use of resilient rail resulted in a negligible reduction in noise levels. The section of track adjacent to Kilmainham square is in deep cut and the inclusion of a noise barrier was also considered, however there was limited benefit especially for the higher floors of adjacent apartment blocks as there was direct line of sight.

A tree barrier was not considered as it provides a small amount of attenuation. The small amount of attenuation occurs if the foliage is sufficiently dense to completely block the view along the propagation path, however the effectiveness would be limited. In addition, there is insufficient space available due to technical and safety considerations to have an effective lineside tree/foilage barrier at Kilmainham Square.

4. Summary of Issue Raised – Concern over damage to buildings and boundary walls, important that a management and cost plan be undertaken.

Response to Issue Raised

The works at this location will be primarily undertaken within the existing rail corridor and to the northern side of the railway and SCR junction. It is not anticipated that the construction works will result in adverse structural impacts for Kilmainham Square. Where appropriate, a condition survey will be carried out before construction works commence. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

5. Summary of Issue Raised – Respondent stated that they were unsatisfied with level of communication and consultation. Received no notification of the lodgement of the Railway Order. CIÉ/IE need to engage more with residents to ensure communications reach them and not good enough to communicate with the management company.

Response to Issue Raised

In relation to communications, CIÉ/IE has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

The offer of involvement in monitoring by Ms Cassin is appreciated.

During 2022, and in particular following the PC2 stage (second Public Consultation), we needed to engage in particular with locations where there was a direct physical impact on property adjacent to the rail line - for example in locations where we need to purchase land (either on a temporary or permanent basis) or where accesses might be impacted. The requirement for this type of engagement became clearer as the design advanced. Hence, we carried out additional engagement in this respect. There were no property acquisition impacts or major design changes that merited further contact in respect of the Kilmainham Square apartment block.

Publication of notice in relation to the application for the Railway Order was done in accordance with Transport (Railway Infrastructure) Act 2001 as amended.

6. Summary of Issue Raised – Concerns over dust and air pollution during construction.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

6.3.13. Ref 102 – Proinsias Mac Fhlannchadha

Submission location – Limekiln Lane, Dublin 12

1. Summary of Issue Raised – States that any references by CIÉ/IÉ to the Transport Strategy for the Greater Dublin Area 2016-2035 should be ignored as the report has now been superseded.

Response to Issue Raised

The project team took into account the draft Greater Dublin Area Transport Strategy 2022-2042, developed by the National Transport Authority (NTA) in 2021, which was open for public submissions up until January 2022.

To allow time for project governance approval, and for printing of the DART+ South West Railway Order documentation, the project Planning Report was completed while the GDA Transport Strategy was in draft format. The Greater Dublin Area Transport Strategy 2022-2042 was published on 23 January 2023. It noted inter alia that significant progress has been made in the design and planning for the DART+ Programme. It further noted that this application for a railway order would be made in 2023. The Dart+ programme is included in the short term (2020 – 2030) strategy phasing of the Transport Strategy. CIÉ/IÉ is therefore satisfied that the project is fully aligned with delivery of the NTA Greater Dublin Transport Strategy 2022-2042 as adopted.

2. Summary of Issue Raised – Opposed to the exclusion of the building of stations at Kylemore, Ballyfermot, and Cabra, which is contrary to the Greater Dublin Area Transport Strategy (2022-2040), which asserts the development of Cabra and Kylemore stations, and the City Edge Project, which asserts the development of Kylemore Station

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra and Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra. The improvement of heavy rail services will fully support the City Edge Project, even if the plan for an integrated rail interchange at Kylemore is not delivered in the context of this particular application. CIÉ/IÉ will continue to work with the NTA, DCC and SDCC in relation to the City Edge Project delivery.

6.3.14. Ref 105 – Residents of Kilmainham Square Apartments

Representative: Downey Chartered Town Planners, in conjunction with Malone O'Regan Engineering Consultants.

1. Summary of Issue Raised – Additional consideration to be given to the potential effects on the built environment before a route and construction method can be confirmed. Factors such as the internal uses of the properties, their construction methods, age and historical importance and the effect of construction on these sensitivities has not been assessed as part of the project thus far.

Response to Issue Raised

The alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations. A clearly defined appraisal methodology has been used in the selection of the Preferred Option for the proposed Project. Consistent with other NTA projects, the appraisal methodology applied is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism, and Sport (DTTAS). This is detailed in Chapter 3 Alternatives Considered of the EIAR.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

A new cut and cover buried portal structure OBC1A is proposed at South Circular Road Bridge. As outlined in Section 3.7.1.5 of the EIAR Chapter 3 Alternatives Considered, the Do-Nothing Option (Option 0) along with eight additional design options (Options 1-8) were considered for this area. Detailed description of these options was presented in the Preliminary Option Selection Report (POSR) which was published and presented during the first round of public consultations held between 12th May 2021 and 23rd June 2021 (PC1) and are reproduced below.

Overall considering all CAF parameters, Option 6 was identified as the Emerging Preferred Option and this was presented in the POSR at PC1.

Table 6-2 Preliminary Assessment of South Circular Road Bridge

Preliminary Assessment (Sifting) for South Circular Road Bridge (OBC1)		
Option	Description	Findings
Option 0: Do Nothing	No interventions.	Will not deliver project objectives or requirements.
Option 1: Do Minimum	Four tracking without widening the existing rail corridor or providing additional vertical and horizontal clearance at South Circular Road Bridge (OBC1) and St. John's Road Bridge (OBC0A).	Cannot be achieved. Does not meet project objectives.
Option 2	South Circular Road Bridge (OBC1) is reconstructed with a greater span and height to provide sufficient vertical and horizontal clearance. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 3	Similar to Option 2, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 4	Replace South Circular Road Bridge (OBC1) with a wider structure i.e., a long over-widened single span portal, constructed in 2 phases. All vertical clearance requirements would be absorbed by track lowering.	Feasible
Option 5	Similar to Option 4, but all vertical clearance requirements and increases to structural depth would be absorbed by track lowering (50%) and increasing road levels (50%).	The level of road level increase would require extensive works to the junction and to the approach roads. It does not meet the project requirement of maintaining functionality of roads.
Option 6	Retain South Circular Road Bridge (OBC1). A new 'cut and cover' buried portal structure would be constructed on the north side of the existing bridge. The existing bridge would facilitate two non-electrified tracks. The new structure would provide the space for the two electrified tracks. All vertical clearance requirements would be absorbed by track lowering and localized road level increases.	Feasible
Option 7	Similar to Option 2 but would incorporate a minor and localised increase to road levels on the Chapelrod Bypass on the north-west side of the new bridge.	Feasible
Option 8	Similar to Option 4 but would incorporate a minor and localised increase to road levels on the Chapelrod Bypass on the north-west side of the new bridge.	Feasible

In terms of the Environmental sub-criteria, Option 6 was found to have 'Some Comparable Advantage' over the other options in terms of minimising the potential effect on: Air and Climate (less effect on traffic during construction); Landscape and Visual; Cultural Heritage and Architectural Heritage; and Agricultural and Non-agricultural land use factors. Option 6 has less effect on the housing to the southwest of South Circular Road Bridge (OBC1).

In summary, the alignment included in the Railway Order application represents the preferred approach taking into account technical and environmental considerations. The Environmental Impact Assessment Report (EIAR) submitted as part of the draft Railway Order application assesses the potential effects of the Project on the environment. The EIAR chapters provide an impact assessment on the environmental factors in accordance with the EIA Directive (2011/92/EU Assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU). The EIAR includes the information set out in Article 5 and Annex IV of the EIA Directive and meets these requirements. This has been presented in Table 1.1 of Chapter 1 Introduction of the EIAR.

Existing Properties and their uses (Residential/Commercial/Community Infrastructure) and buildings or other structures within the study area that have been identified as having some form of architectural heritage significance (refer to Chapter 21 Architectural Heritage) have been identified in the relevant assessments in the EIAR and have into account the sensitivity of these receptors. Section 7.4.4 of Chapter 7 Population of the EIAR presents the Community Infrastructure that has been identified along the railway corridor. Specifically, in Chapter 14 of the EIAR, sensitive receptors, in the context of noise and vibration, are typically residential premises but can also include schools, places of worship and other noise sensitive locations. The impact of the proposed DART+ South West Project arising from noise and vibration effects has been assessed for both the construction and operational phases by considering the requirement to use heavy plant and machinery during the construction of additional tracks, electrification of the northern tracks, replacement/upgrade of bridge structures, construction of other key infrastructure e.g. substations etc. as well as from construction traffic off-site. Impacts arising from operational phase rail noise on the proposed alignment as well as noise emissions from fixed plant have also been considered.

2. Summary of Issue Raised – permission for mixed-use scheme at Emmet Road, Inchicore. Suggested to have implication for the EIA accompanying the application on the DART+ South West, whereby a cumulative environmental impact needs to be examined.

Response to Issue Raised

The development at Emmet Road, Inchicore that is referred to is ABP Ref. 314791 (EIA Portal Reference 2022192). The cumulative effects arising from the proposed development with other existing and/or approved plans and projects during the construction and operational phases of DART+ South West Project can be found in Chapter 26 Cumulative Effects of the EIAR.

The EIA Directive as amended by Directive 2014/52/EU requires that the EIAR shall contain:

Annex III (3)(g) ‘the cumulation of the impact of other existing and/or approved projects’;

Annex IV (5) “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;”

A tiered approach to identifying and assessing potential cumulative effects has been followed as outlined in Section 26.3.2.3.2 of the EIAR.

The Project Team undertook a desk study to source publicly available information on projects within the defined Study Area (1km from the Project Red Line Development Boundary) using internet searches, planning databases and other available sources to identify other projects falling within the Study Area, which may have the potential to give rise to cumulative effects with the proposed Project. Projects that did not fall within the defined Study area were not considered.

At the time of writing of the EIAR, the development at Emmet Road had been submitted to An Bord Pleanála for approval but no decision had been made. The development was granted planning

permission with conditions in July 2023, post the lodgement of the draft DART+ South West Railway Order application.

CIÉ/IÉ is and will continue to monitor planning applications in the vicinity of the DART + South West Project and cognisance will be made to the construction programmes when these projects are approved and proceed to construction and operation stage. In addition, communication channels will be developed and maintained between CIÉ/IÉ and the relevant developers to reduce the likely significant cumulative effects on the local populations and communities including the traffic environment during the construction stages. The cumulative impacts of any such projects can be taken into account in An Bord Pleanála's environmental impact assessment.

3. Summary of Issue Raised – Reserve the right to develop the subject property in the future, this includes the property above and below the ground, subject to normal planning criteria.

Response to Issue Raised

The Kilmainham Square Apartments are not subject to substratum acquisition. As such, there will be no change to current practices for future development within the boundary of the property. Normal planning procedures will have to be followed as is the current situation.

4. Summary of Issue Raised – The noise data has been represented in LAeq, 16hr, a parameter that is not representative of the road noise. WHO Guidelines and the European Noise Directive (END) recommend the parameter LDEN to represent the noise from railways and in the absence of national criteria is arguable a more appropriate criteria, enabling integration of this assessment to the nationally required strategic noise mapping for major rail, road, airports and industry.

Response to Issue Raised

As outlined in Section 14.4 in Chapter 14 of the EIAR, noise monitoring was undertaken for obtaining representative ambient and background noise levels near the proposed development. This was to provide quantification and an understanding of the acoustic environment adjacent to and in proximity to the proposed Project. The purpose of the noise monitoring surveys was to:

- Determine the background and ambient noise levels at representative Noise Sensitive Receptors (NSRs) along the route of the proposed Project;
- Evaluate the noise climate in the Noise and Vibration Study Area;
- Define the applicable construction noise threshold in accordance with British Standard BS5228-1, Code of Practice of Noise Control on Construction and Open Sites; and
- Determine the significance rating when baseline noise levels are higher than operational rail noise.

The baseline noise survey results were presented in terms of LAeq,16hr for measurements during the period 07:00 – 23:00 hrs and LAeq,8hr for measurements during the period 07:00 –23:00 hrs in keeping with the operational rail noise criteria presented in Table 14.7 of the EIAR.

There is no statutory Irish guidance specifying airborne noise levels from rail operations. In absence of specific noise limits, reference has been made to guidance documents on environmental noise and precedence from other urban rail projects.

It is acknowledged that the World Health Organisation (WHO) published Environmental Noise Guidelines for the European Region in October 2018 and this is referenced in Chapter 14 of the EIAR. However, The WHO guideline values are recommended to serve as the basis for a policy-making process to allow evidence based public health orientated recommendations. They are not intended to be noise limits and the WHO document states the following regarding the implementation of the guidelines:

“The WHO guideline values are evidence-based public health-oriented recommendations. As such, they are recommended to serve as the basis for a policy-making process in which policy options are considered. In the policy decisions on reference values, such as noise limits for a possible standard or legislation, additional considerations – such as feasibility, costs, preferences and so on – feature in and can influence the ultimate value chosen as a noise limit. WHO acknowledges that implementing the guideline recommendations will require coordinated effort from ministries, public and private sectors and nongovernmental organizations, as well as possible input from international development and finance organizations. WHO will work with Member States and support the implementation process through its regional and country offices.”

It will be a decision for national and local policy makers to adopt the WHO guidelines and propose noise limits. The noise criteria proposed in Table 14.7 of Chapter 14 (refer to LAeq,16hr for daytime periods and LAeq,8hr for night-time periods) are therefore considered appropriate for this assessment.

5. Summary of Issue Raised – Baseline measurements in the Malone O’Regan Noise Report (MOR) are lower than the ones presented in the EIAR and a query should be raised in relation to the robustness of the CIÉ/IE baseline survey at this location.

Response to Issue Raised

Baseline Noise Measurements

Section 14.4.1 of the EIAR provides details on the baseline noise survey. All measurements were undertaken in accordance with ISO 1996 Acoustics – Description and Measurement of Environmental Noise, Part 1 (ISO 1996-1:2016) and Part 2 (ISO 1996- 2:2017). The sound level meters were calibrated before and after the survey using a B&K 4132 Class 1 Acoustic Calibrator and the drift in calibration was within acceptable range (as per criterion in BS 4142:2014+A1:2019).

Results are presented in Chapter 14 and Appendix 14.1 of the EIAR. The EIAR outlines the methodology including details on pre and post measurement calibration and analysis. We are satisfied that the procedure followed is robust.

The MOR report states the noise measurements were carried out using a Type 1 sound level meter but no details on the meter and calibrator were presented in the MOR report. It is noted that the baseline surveys as part of the EIAR were measured over a 24-hour period whilst the MOR accompanying the submission measured over a two-hour period during the daytime period.

It is noted in the submission that the CIÉ/IE measured noise levels presented in the EIAR are higher than the rail only noise levels predicted. This observation is correct. The reason for the difference

between the predicted noise level and measured noise levels is due other noise sources including the constant road traffic noise from the R148 - Chapelizod Bypass.

Baseline Vibration Measurements

Section 14.4.2 of the EIAR provides details on the baseline vibration surveys. Measurements were undertaken in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. The measurement instrumentation was a Bruel and Kjaer Vibration Monitoring Terminal Type 3680 using a triaxial geophone and recording both Peak Particle Velocity and Vibration Dose Value. The geophone was mounted on three spikes to ensure good base contact and weighed down with a sandbag. Attended measurements were undertaken with details of train passes recorded for the passage of 20 trains at each location.

The MOR report queried why the VDV levels for VML 6 (Ground floor) presented in Table 14.22 of the EIAR were lower than the predicted VDV at 10m presented in Table 14.68 in the EIAR.

Table 14.22 presents the measured vibration levels. The VDV levels presented within this table are the cumulative VDV levels throughout the survey period. Table 14.68 in the EIAR presents the predicted levels using the methodology set out in Section 14.6.5 of the EIAR. This methodology considers the number of future train movements.

Operational Vibration Impact

BS6472-1 provides Vibration Dose Value (VDV) ranges used to estimate the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. The above and the significance rating are summarised in Section 14.3.3.7 of Chapter 14 of the EIAR. The term ‘significant effect’ is used in undertaking an Environmental Impact Assessment (EIA) where the EIA Directive requires the identification of likely significant effects (both positive and negative), and the description of the measures envisaged to avoid, reduce and, if possible, remedy significant adverse effects. For assessing the significance of effect, reference is made to the EPA Guidelines (2022), BS 6472-1:2008 and the DMRB (UK Highways Agency publication, Design Manual for Roads and Bridges LA111 – Noise and Vibration Revision 2, UK Highways Agency (2020).

The cumulative operational vibration levels are influenced by the number of intermittent events, such as trains passing. The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

6. Summary of Issue Raised – Sufficient detail was not provided regarding noise, vibration, and air pollution mitigation measures. Propose an overhead canopy/tunnel, sound/vibration proof barriers on the retaining wall, anti-vibration mats and blankets, silent track tuned rail dampers, a tree barrier, and electrified lines should be on the side closest to residences.

Response to Issue Raised

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently along the future DART services. The future DART service will operate on the electrified lines (northern tracks), while the Intercity and fast regional services will operate on the fast non-electrified lines.

As outlined in Chapter 3 Alternatives Considered of the EIAR, several studies have been completed as part of the design development. The electrified lines will be located on the northern section of the rail corridor due to the requirement to provide a DART service connection to the new Heuston West Station and onwards to the city centre via the Phoenix Park Tunnel. This configuration was considered in DART Expansion Programme Options Assessment (2018). The configuration included in the Railway Order application is the preferred approach when all factors are taken into account.

A range of alternative mitigation measures including resilient rail and noise barriers were considered in the noise assessment. The use of resilient rail resulted in a negligible reduction in noise levels. The section of track adjacent to Kilmainham square is in deep cut and the inclusion of a noise barrier was also considered, however there was limited benefit especially for the higher floors of adjacent apartment blocks as there was direct line of sight.

A tree barrier was not considered as it provides a small amount of attenuation. The small amount of attenuation occurs if the foliage is sufficiently dense to completely block the view along the propagation path, however the effectiveness would be limited. In addition, there is insufficient space available due to technical and safety considerations to have an effective lineside tree/foliage barrier at Kilmainham Square.

7. Summary of Issue Raised – Biodiversity measures are included for the “Cut and Cover Tunnel”.
Not clear where the cut and cover tunnel is taking place at this section of the railway.

Response to Issue Raised

As outlined in Section 8.6.2.1.2. of the Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat in this area. These measures specify:

- The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South Circular Road Bridge, Chainage 10+370 to 9+675; and
- Green roof on top of the cut and cover tunnel located West of South Circular Bridge (OBC1A) on ‘Cut and cover tunnel’, Chainage 9+500.

These measures will assist in reducing biodiversity impacts in the vicinity of Kilmainham Square.

The “Cut and Cover Tunnel” is identified in the Works Layout Plan No. 13 with the identifier 13.32 (refer to the below extract) and is also included in Chapter 5 Construction Strategy of the EIAR (refer to the below extract – Figure 5-101).

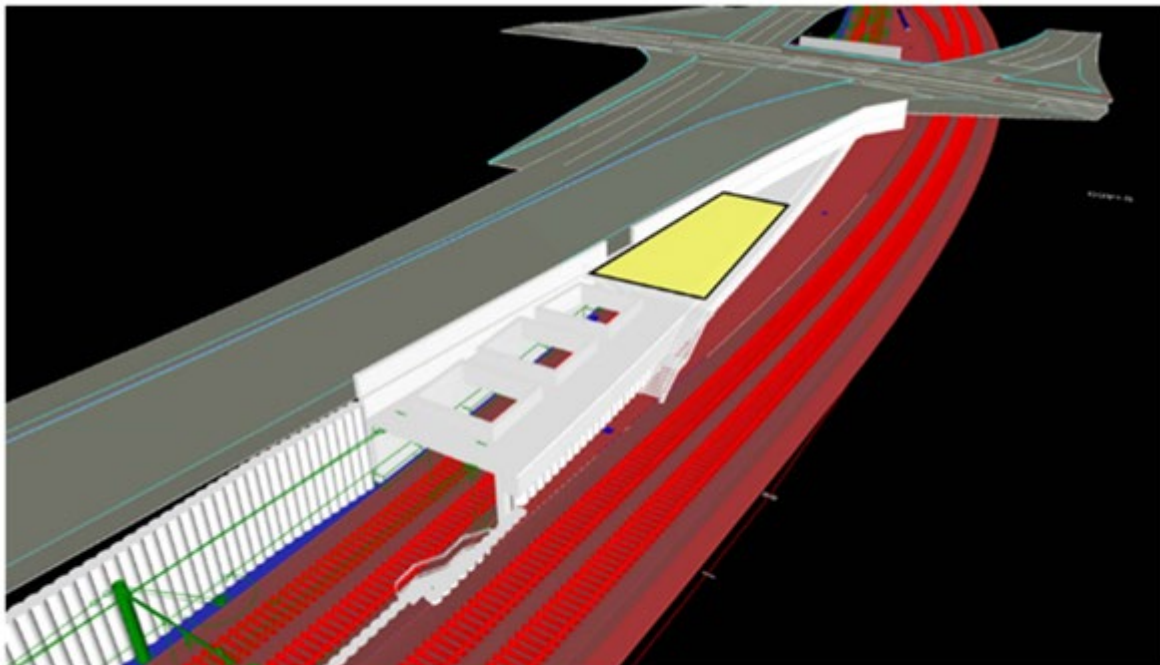
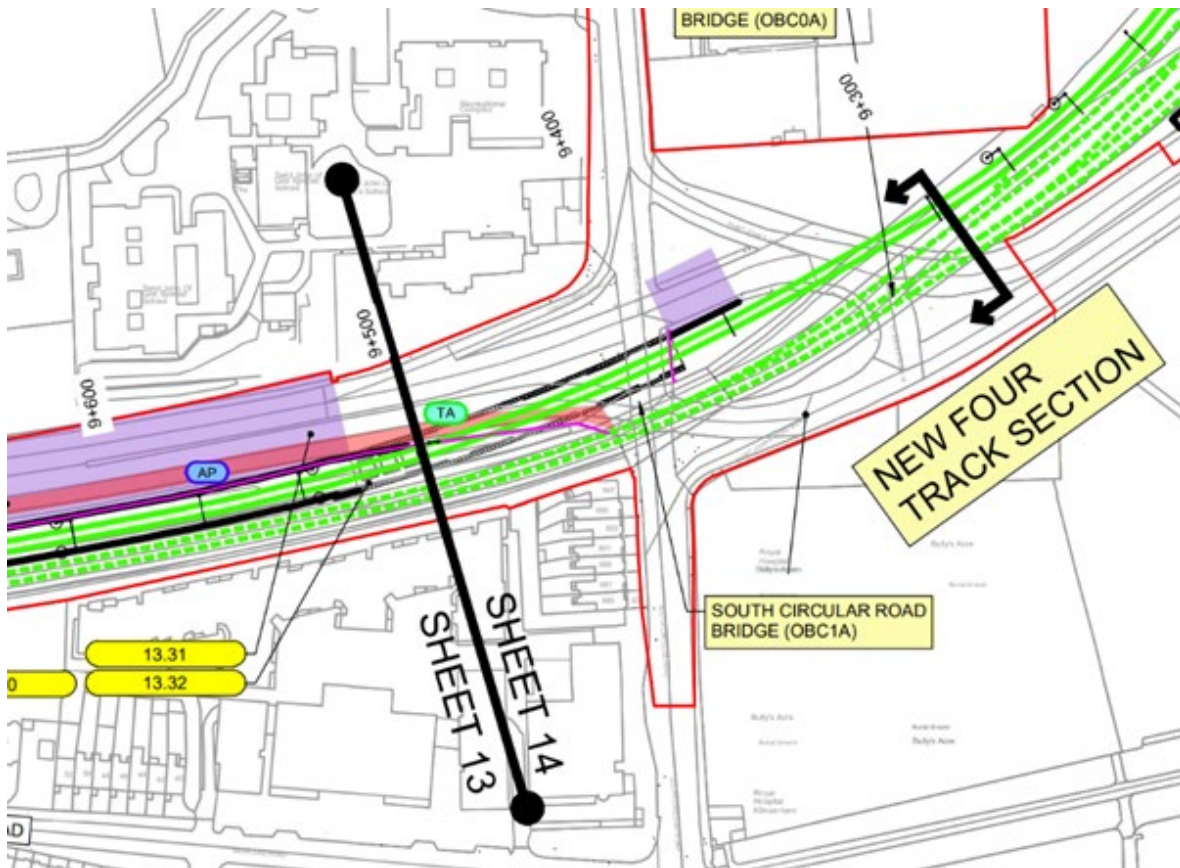


Figure 5-101 South Circular Road (OBC1A) – Track Access Maintenance Parking Area (Shaded in Yellow)

8. Summary of Issue Raised – The existing infrastructure already has an adverse impact on the internet connection within this residential development. Given proximity of the Kilmainham Square development to the railway, it is expected that this development is incorporated within the Stage 3 assessment to further investigate the potential impact of these electromagnetic fields on the internet connection within the Kilmainham Square development.

Response to Issue Raised

With respect to the expected levels of EMF generated by the traction power system, electrical system modelling has evidenced that exposure limits are considered to be safe for members of the public. That withstanding, as noted within Section 22.3.5 of the EIAR, those sensitive receptors which have been identified as having “Medium” sensitivity or above (based on their potential to have critical sensitive equipment); including the Kilmainham Square development, will be the subject to separate specific engagement by the Project Design Team during the detailed design stage. This consultation will look to assess individual requirements at each of the locations; and ensure that the proposed electrified railway will not cause any adverse effects to, nor be affected itself, by specific neighbouring equipment in operation.

CIÉ/IÉ also notes the comment regarding the existing internet issues being experienced by the Kilmainham Square development. As this issue has been observed prior to any construction and/or operation of the electrified network, this would not be an issue caused by the proposed electric traction system for the project.

9. Summary of Issue Raised – Seeking to ensure no disruption to public access of the building and its day-to-day uses and functions, in particular regarding traffic diversion when upgrading the junction.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application (Volume 4, Appendix 5.1 of the EIAR). The CEMP will inform the construction on site. The contractor will develop and implement a Construction Traffic Management Plan (CTMP) and this will be agreed with the respective local authorities prior to construction. The CTMP will include measures for minimising traffic delays, disruption and maintain access to properties. Transport/parking arrangements for construction staff will also be included. In this way, disruption to communities will be kept to a minimum.

10. Summary of Issue Raised – Ground movement impact, as well as ground borne noise and vibration impact on the building during construction and operation has not been incorporated. Ensure no damage to the building and boundary wall facing the railway, pre-construction and post-construction surveys, trials and monitoring is required.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed Project. This includes impacts during construction, operation and maintenance.

Construction vibration

Vibration during construction is assessed primarily to ensure that no damage, not even cosmetic damage, occurs to buildings during the works. The criteria adopted depend on several factors including the source of vibration, for example transient or continuous, and the building type. Structurally vulnerable buildings or vulnerable structures such as older buildings will need vibration levels to be controlled to a lower threshold to avoid the risk of damage. Human response to construction vibration is also discussed, however, given the very low threshold of perception of humans to vibration it is not practical to implement vibration limits low enough to avoid any vibration being perceptible. However, good communication to building occupants by the contractor ahead of any vibration intensive works is best practice to control this impact as perceptible vibration levels are more tolerable when the source and duration of the works is known.

No adverse structural impacts are anticipated as a result of the construction works as the vibration from construction activities is below the damage threshold. However, vibration from some construction activities may be perceptible at some residences.

The works at this location will be primarily undertaken within the existing rail corridor and to the northern side of the railway and SCR junction. It is not anticipated that the construction works will create any structural concerns for Kilmainham Square. Where appropriate, a condition survey will be carried out before any construction works commence which will be used to assess if any deterioration has occurred. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Operational vibration

This has been addressed under the response to Item 5. The vibration criteria used to determine operational impacts are an estimate of the probability of adverse comment which might be expected for human beings exposed to vibration within buildings. These vibration levels are far below the levels required to cause cosmetic damage.

The cumulative operational vibration was calculated and compared with the guideline levels for daytime and night-time periods. The results are presented in Section 14.6.5 in Chapter 14 of the EIAR. It was determined that no significant vibration will arise from the proposed Project during the operational phase.

Operational noise

Details on the predicted noise from the operational phase of the proposed Project is presented in Section 14.6.2 of the EIAR. Where increases in noise levels because of the proposed Project have been identified, noise sensitive locations have been assessed against the noise mitigation criteria outlined in Section 14.3.3.5 of the EIAR. The outcome of the mitigation assessment and proposed engineering solutions and mitigation measures are presented in Section 14.6.2 and 14.7.3, respectively.

Ground-borne noise level values are relevant only where they are higher than the airborne noise from railways (such as in the case of an underground railway). In the case of at grade railways the airborne noise typically masks any ground-borne noise component. The DART+ South West Project has one underground section through the Phoenix Park Tunnel, however there are no residential

buildings located over this section. Based on the above, ground-borne noise has been scoped out of the noise impact assessment.

11. Summary of Issue Raised – Include mitigation measures to maintain noise, vibration and dust to acceptable levels during construction, considering the additional lorry movements during construction.

Response to Issue Raised

Noise and Vibration

It is acknowledged that short-term increases in noise impacts will occur during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Dust

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

12. Summary of Issue Raised – Include mitigation measures to maintain, noise, vibration and dust to the acceptable levels post-construction, whereby a more frequent rail service is suggested to give rise to an elevated level of noise, vibration and dust.

Response to Issue Raised

Operational Noise

Operational noise has been addressed in the response to Item 10 above.

A range of alternative mitigation measures including resilient rail and noise barriers was considered in the noise assessment. This is addressed in the response to Item 1 and Item 6 above.

The use of resilient rail resulted in a negligible reduction in noise levels. The section of track adjacent to Kilmainham square is in deep cut and the inclusion of a noise barrier was also considered, however there was limited benefit especially for the higher floors of adjacent apartment blocks as there was direct line of sight.

Vibration

It was determined that no significant vibration will arise from the proposed Project during the operational phase and no mitigation measures are proposed.

Air Quality

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

13. Summary of Issue Raised – Ensure no disruption and/or adverse impacts on internet connection as well as fibre optic cables running along the line during construction and post-construction.

Response to Issue Raised

It is acknowledged that due to the Project, there will potentially be an impact on existing utilities along the route, such as gas, power or water pipes, drainage structures, telecoms equipment, etc and their treatment in the temporary and permanent situations has been carefully considered during the development of the design of the DART+ South West Project. From a design perspective, engagement with utility providers has been carried out. This early engagement established open communication with the utility providers to determine the location and details of existing utilities, the identification of high risk and/or high value utilities, and development and agreement of diversion proposals. Further engagement will be undertaken at the post-planning stage.

Chapter 18 of the EIAR identified, describes and presents an assessment of the likely significant effects of the Project on Material Assets: Utilities. Details of the diversions required for telecommunication utilities have been outlined in Volume 4, Appendix 18.1 of the EIAR. Section 18.6.1 details the mitigation measures that will be implemented during the construction phase and includes careful planning of where works to utility infrastructure by appointed contractor to ensure no impact to end users.

14. Summary of Issue Raised – Noise and vibration mitigation measures to be included, including sound barrier, sliding slabs, partial roofing of the railway, compensation measures to upgrade apartments openings directly facing onto the railway, etc.

Response to Issue Raised

This has been addressed as part of the response to Items 1, 6 and 12.

15. Summary of Issue Raised – Include mitigation measures in relation to biodiversity and air quality along this section of the railway.

Response to Issue Raised

Air Quality

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The appointed contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Biodiversity

This has been addressed as part of the response to Item 7. As outlined in Section 8.6.2.1.2. of the Chapter 8 (Biodiversity) of the EIAR, a combination of measure for reinstated areas and biodiversity ‘stepping stones’ will mitigate the loss of habitat in this area. These measures specify:

The green wall shall be installed on the retaining wall running parallel to Con Colbert Road to South circular road bridge, Chainage 10+370 to 9+675; and

Green roof on top of the cut and cover tunnel located West of South Circular Bridge (OBC1A) on ‘Cut and cover tunnel’, Chainage 9+500.

These measures will assist in reducing biodiversity impacts in the vicinity of Kilmainham Square.

16. Summary of Issue Raised – Liaison of CIÉ/IE and future contractor with the residents of the Kilmainham Square Apartments to ensure consideration of all concerns and issues.

Response to Issue Raised

The project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. The Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum during the construction phase of the works.

17. Summary of Issue Raised – Request for Oral Hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

6.3.15. Ref 110 – Sharon Matthews

Submission location – Kylemore Drive, Ballyfermot

Issues raised in relation to Biodiversity (specifically bats), Air Quality, Noise & Vibration, Traffic management, see below:

Previous Engagements:

1. Summary of Issue Raised – Respondent listed the previous engagements with the DART+ South West Project for the public consultations and the City Edge sub project. Feel their concerns raised were not given proper consideration and not acted upon.

Response to Issue Raised

The participation of the respondent is acknowledged and appreciated. The project team engaged directly with this property owner since October 2021. The respondent was part of a letter drop relating to Preliminary Ground Investigation Surveys in October 2021. Following the letter drop notifying residents in proximity to proposed works, the respondent engaged with the project team via phone calls and e-mails and the project team responded accordingly and held meetings. A written submission was received from the respondent in relation to PC2 which was considered as part of the design process.

It should be noted however that the DART+ South West is a separate project to City Edge Project which is a joint initiative between South Dublin County Council and Dublin City Council and is outside of the remit of CIÉ/IÉ.

Biodiversity:

2. Summary of Issue Raised – Concerns over roosting bats on Le Fanu Road Bridge. Acknowledged receipt of letter relating to Ground Investigation Works to be undertaken in November 2021 and subsequent correspondence with the ecologist in which they queried if this bridge had been surveyed. Respondent notes that 2 of the 3 bridges to be demolished (Kylemore and Le Fanu) have not been fully assessed/surveyed for bat roosts. Emergence/re-entry surveys done in 2022 and still Le Fanu not considered a candidate for these surveys.

Response to Issue Raised

All overbridges, including Le Fanu Road Bridge (OBC7), were assessed from the rail line for potential suitability for roosting bats, as per Section 1.1.2.1 of Appendix A8.1 Biodiversity - Supporting

Information of the EIAR. All overbridges with potential suitability for roosting bats are detailed in Section 1.2.2.3.1 of Appendix 8.1 of the EIAR. Le Fanu Road Bridge (OBC7) was not deemed to have potential suitability for roosting bats as a result of the visual assessment completed. The visual assessment assessed the overbridges for the presence of suitable features e.g. cracks/crevices, missing block/brickwork and mortar, gaps at beam junctions.

As part of the mitigation measures, pre-construction ecology surveys including suitability for roosting bats will be completed in advance of any construction works.

3. Static detectors only used in 4 locations on the project. There were problems with batteries and data storage on these detectors.

Response to Issue Raised

Based on the bat commuting and foraging habitat suitability of the project footprint and its surrounding landscape, 4 static locations were determined to be adequate for establishing a bat activity baseline, in combination with the desk study results and the incidental bat activity recorded during the bat roosting confirmation surveys (see next paragraph).

In addition to the 4 static bat detector locations, incidental bat activity data were gathered during the bat roosting confirmation surveys (emergence and re-entry) (see Table 1-20 to Table 1-23 of Appendix 8.1 of the EIAR) at the following locations:

- Inchicore Works (Turret and Old Signal Tower);
- Phoenix Park Tunnel (north and south entrances);
- Royal Canal Rail Bridge (north and south entrances); and
- Abandoned Residential Building near Hazelhatch train station.

The combined static and incidental data, and desk study results, provided a suitable bat activity baseline for the completion of the assessment.

Static bat detectors were deployed and recorded for a minimum of 68 nights and a maximum of 119 nights between May and September 2021. The occasional static bat detector equipment errors acknowledged and detailed as limitations in Section 8.3.5.2.1 of Chapter 8 of the EIAR are within the expected range for a data collection effort across this timeframe and do not negatively affect the ability to complete an impact assessment. It is deemed to not affect the certainty of predictability of the assessment.

4. EIA states that unable to gain access to the bridges because of health and safety issue and do not think this is a reasonable excuse for not surveying the bridges. IE could have accompanied the ecologist during their surveying. Also noted there is public land directly adjacent to the bridge at the proposed construction compound location where the surveys could have been conducted. EIA also states not able to gain access to private gardens.

Response to Issue Raised

All overbridges, including Le Fanu Road Bridge (OBC7), were visually assessed from the rail line, for the potential suitability of roosting bats, as per Section 1.1.2.1 of Appendix A8.1 Biodiversity - Supporting Information of the EIAR. All overbridges with potential suitability for roosting bats are detailed in Section 1.2.2.3.1 of Appendix 8.1 of the EIAR. Le Fanu Road Bridge (OBC7) was not

deemed to have potential suitability for roosting bats as a result of the visual assessment completed. Only features that are deemed to have potential suitability are assessed for emergence/re-entry surveys.

The respondent is incorrect in stating that the EIA states that ecologist were unable to gain access to the bridges due to health and safety issues. The limitation of the safety restrictions is in relation to re-entry bat roost surveys. The EIAR acknowledges in Section 8.3.5.2.1 that “It was not possible to complete full dawn bat roost re-entry surveys due to safety restriction for access to the live rail. Dawn surveys were completed as far as possible (up to one hour before dawn). Additional dusk bat emergence surveys were completed to compensate for the reduced dawn survey data. This limitation is acknowledged and incorporated into the assessment and is deemed to not affect the certainty or predictability of the assessment”. This limitation was only applicable to the Royal Canal and Luas Twin Arch Bridge (OBO8).

5. Mitigation proposals for Le Fanu Bridge are not enough for bridges that have not had complete surveys done.

Response to Issue Raised

Ground level roost assessments have been completed for Le Fanu Road Bridge. See response above to Item 4.

6. One ecologist and one clerk of works is inadequate for a project this large.

Response to Issue Raised

The proposed mitigation does not preclude the need for additional suitably qualified personnel. The role of the Project Ecologist (Clerk of Works) is identified in the EIAR in recognition of the nature of the sensitivities. Depending on the sequencing of construction activities there may be a need for multiple suitably qualified and experienced Clerk of Works with the responsibility for carrying out environmental monitoring of the works and ensuring that the mitigation measures, proposed in this EIAR and identified by the Project Ecologist, are adhered to (as per Section 8.6.1.1 of Chapter 8 of EIAR).

The need for the appointment of multiple suitability qualified and experienced Clerk of Works will be the responsibility of the contractor and this will be part of the CEMP which will be a “live” document and will be reflective of the site-specific conditions and stage of construction of the project. CIÉ/IE will employ an Employer’s Representative who will oversee the process and ensure that the mitigation measures which are considered necessary to protect the environment are implemented.

7. Request a different and/or independent organisation carries out a survey on these bridges for presence or absence of bat roosts. Respondent states they know there are Soprano Pipistrelles roosting in Le Fanu Bridge.

Response to Issue Raised

The project team has consulted with the respondent since October 2021.

All bridges were assessed from the rail line/roadway for potential suitability for roosting bats, as per Section 1.1.2.1 of Appendix A8.1 Biodiversity - Supporting Information of the EIAR. All bridges with potential suitability for roosting bats are detailed in Section 1.2.2.3.1 of Appendix 8.1 of the EIAR.

Notwithstanding an anecdotal statement that a roost was present at Le Fanu Bridge, the structure was deemed not to have potential suitability for roosting bats as a result of a visual assessment, and therefore did not warrant inclusion in the emergence/re-entry survey.

As part of the mitigation measures, pre-construction ecology surveys including suitability for roosting bats will be completed in advance of any construction works.

The non-technical executive summary did not echo the findings in the biodiversity chapter.

A comprehensive assessment of Biodiversity has been completed in the EIAR Volume 2 Chapter 8. This comprehensive information has been distilled into an accessible non-technical summary of the key information in relation to significant effects and the measures necessary to address them. This has been completed in accordance with best practice.

Communications/ Consultation Material

8. Summary of Issue Raised – Residents were not given enough time to read the EIAR and respond. Physical copies of the EIAR can only be read inside a library, making the EIAR inaccessible to many people who have difficulties reading the online version.

Response to Issue Raised

The timeframe relating to the An Bord Pleanála Statutory Consultation is governed by the Transport (Railway Infrastructure) Act, 2001 (as amended), which sets a requirement for at least 6 weeks. The An Bord Pleanála Statutory Consultation was from March 29th until May 16th, 2023 (7 weeks). Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service.

As outlined in the National Newspaper Notice published on the 13th March 2013, physical copies of the EIAR and associated documentation were available to view at a number of locations including Ballyfermot Library, Dublin City Council Offices and also Connolly Station. As outlined in the Newspaper Notice, copies of the extracts of the documentation could be purchased from the DART+ South West Project.

9. The EIAR states that there will be an increase in diesel trains, but this was not stated in the information leaflets provided in the consultation process.

Response to Issue Raised

The DART+ South West Project will separate Intercity and fast regional services from the future DART service. This allows for the faster Intercity and regional services to operate efficiently along the future DART services. The future DART service will operate on the electrified lines (northern tracks), while the Intercity and fast regional services will operate on the fast non-electrified lines.

This was communicated in the Project Consultation Material during both PC1 and PC2. Further information in relation to the proposed level of service was provided in Section 4.10.4 of the EIAR.

10. Summary of Issue Raised – NO₂, SO₂, and particulate pollutants will result from the diesel trains and likely worsen air quality in the immediate area. Request An Bord Pleanála that diesel train traffic be limited, that reports on local impacts be published, and that NO₂, SO₂, and particulate monitors be installed and levels be published.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. An assessment of mass emissions on the railway line (NO_x, PM_{2.5}) has been conducted which compares the total emissions from the Do Minimum and Do Something scenarios for the proposed Project. Rail emissions are calculated using detailed information on the future service plans (with and without the proposed Project) and emissions data for the rail stock.

Despite the introduction of electric trains, diesel trains will remain on the line. Section 12.5.2.1 of the EIAR presents the change to rail train numbers from the Do Minimum (proposed level of service delivered with existing infrastructure) and Do Something (with proposed Project) Scenarios. It should be noted that CIÉ/ÍÉ will incrementally introduce new services and enhanced timetables in response to growing demand. As such, the proposed level of service for the Do Something scenario with the DART+ South West Project in effect will be delivered over a period of time and will not come into effect in one timetable change.

The air quality assessment concluded that all ambient air pollutants will remain in compliance with the ambient air quality standards and that no specific operational phase mitigation measures are required. With respect to real-time air quality monitoring programmes have been undertaken in recent years by the EPA and Local Authorities in the Dublin region. There are long term EPA air quality monitoring stations at St. John's Road, Davitt Road and Ballyfermot as outlined in Section 12.4.1.2 of the EIAR and this data has been included in the baseline ambient air quality environment of the assessment. These long-term monitoring station incorporate any existing emission sources.

11. Summary of Issue Raised - Concerned that the mitigation measures of misting during construction are insufficient.

Response to Issue Raised

Chapter 12 of the EIAR has assessed the likely significant effects of the Project on Air Quality. With respect to the construction phase, the air quality impact of the redistribution of local road traffic during road closures and from construction traffic has been assessed both locally and regionally. In addition, the assessment considered the impact of construction dust.

With respect to dust nuisance, a sensitivity assessment was completed in Section 12.4.2 of the EIAR and an assessment of the potential dust generation due to construction has been completed in Section 12.5.1.4.1 of the EIAR. Section 12.6.1 of Chapter 12 of the EIAR details the mitigation measures for the construction phase of the Project. The contractor will develop and implement an Air Quality Management Plan and this will be agreed with the respective local authorities prior to construction. The Air Quality Management Plan will include appropriate dust mitigation measures and dust deposition monitoring.

Water misting, or sprays will only be used as required if particularly dusty activities are necessary during dry or windy periods.

The assessment concluded that when the dust minimisation measures detailed in the mitigation section of this chapter are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

12. Summary of Issue Raised – Noise and vibration concerns. Mitigation measures of community liaisons and relocations are inadequate as thresholds for relocation and what is considered adequate noise/vibration levels might not account for individual circumstance (e.g. health conditions/disability). Relocation will only apply to residents bordering the works. Request that no night-time works take place and shuttle buses be used for affected commuters to Heuston instead

Response to Issue Raised

Night-time Works

Due to the importance of the Cork mainline to commuters, it is intended that it will remain operational throughout the construction phase. Where possible, works will be undertaken in safe zones during daytime periods. In certain circumstances full possession of the railway (i.e. no trains running) will be required and these works will take place during weekend and night-time possessions.

A suite of mitigation measures specifically for night-time works is included in Section 14.7.1 of the EIAR.

When night-time works are required, they will be undertaken in accordance with the mitigation measures included in the EIAR, which aim to reduce impacts as much as possible. A Noise Management Plan will be part of the construction stage of the project. CIÉ/IE will ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If An Bord Pleanála decides to grant a railway order, the construction programme will be further developed including any changes/improvements in any construction methods/technologies to reduce noise. The need for any additional noise management measures will then be determined and incorporated into the final project design.

As part of the construction strategy, a Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to share noise and vibration monitoring results and explain noise mitigation measures being put in place,
- to inform the local community about works likely to cause significant noise or vibration and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

13. Summary of Issue Raised – The diversion route of Kylemore Avenue cannot handle the volume of traffic diverted through it during bridge closures. It will adversely affect the community through

increased noise and air pollution and cause a safety hazard with regard to the playground adjacent to Kylemore Avenue. Kylemore Drive will also be impacted, as people will divert through it. Request ABP to stipulate that traffic be kept to more suitable, larger roads i.e. Le Fanu Road, Ballyfermot Road and Kylemore Road

Response to Issue Raised

Kylemore Avenue is identified as a temporary diversion route for both Le Fanu Road Bridge closure and then later Kylemore Road Bridge closure. This will result in an impact on traffic distribution within the surroundings road network. The proposed diversion routes have been assessed in Chapter 6 Traffic and Transportation of the EIAR. Traffic management measures are included in the EIAR and include:

- It will only be for Cars and Light Duty Vehicles (LDVs) with tare weight less than 3.5tons;
- Heavy Good Vehicles (HGVs) will be restricted from using Kylemore Avenue and will be required to travel via Ballyfermot Road instead.

Vehicular users are anticipated to experience initial congestion at the start of the closure, followed by a gradual decrease in total vehicle volumes and congestion. It is very unlikely that cars will use Kylemore Drive as it has a smaller corridor, cross-section and is a longer diversion route with an additional turn back into the Kylemore Avenue diversion traffic.

A detailed Construction Traffic Management Plan will be prepared and implemented by the appointed contractor and will be agreed with the respective local authorities prior to the commencement of the construction phase.

6.4. Zone C

There were no other submissions received in relation to Zone C.

6.5. Zone D

6.5.1. Ref 009 – Ann Nolan & Others

Submission Location – Bannow Road, Cabra, Dublin 7

1. Summary of Issue Raised – Request for an oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Insufficient communication, with residents receiving different communications and posted material had incorrect addressee names.

Response to Issue Raised

CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches.

As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

3. Summary of Issue Raised – Concerns over the clarity of information provided, with overly technical language and a lack of plain English.

Response to Issue Raised

CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

4. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

5. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

6. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

CIÉ/IÉ cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

7. Summary of Issue Raised – Concern over CPO for substratum land rights and its impact on future development potential.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CI É will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

8. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

9. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The appointed contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

10. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is

operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

11. Summary of Issue Raised – Health concerns regarding air quality.

Response to Issue Raised

Section 12.6.1 of the EIAR details the mitigation measures for the construction phase of the Project. The assessment concluded that when the dust mitigation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health risk or ecological risk to nearby receptors. Thus, there will be no residual construction phase dust impacts.

With respect to operational rail impacts, the assessment concluded that there is potential for indirect positive impact to air quality during the operational phase of the Project.

Furthermore, Chapter 23 Human Health of the EIAR assesses impacts to health as a result of changes to air quality during construction and operation of the project, and no significant effects are predicted. For further details, please refer to Section 23.6.1.2 and 23.6.2.2 of Chapter 23 of the EIAR. During operation, the Project is anticipated to result in a minor beneficial (not significant) effect on population health as a result of improved air quality.

12. Summary of Issue Raised – Health concerns regarding mental health.

Response to Issue Raised

Chapter 23 Human Health of the EIAR addressed the potential human health impacts relating to the construction and operation of the Project. The EIA human health assessment uses qualitative analysis following the Institute of Public Health (IPH) 2021 guidance approach. This draws on qualitative and quantitative inputs from other EIAR topic chapters including traffic and transportation, population, air quality, climate, noise and vibration and electromagnetic fields. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The effects on physical and mental health are discussed within the chapter. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding of the Project. In addition, communication with the local community will be undertaken throughout the duration of the Project with the appointment of a dedicated Community Liaison Officer.

13. Summary of Issue Raised – Concerns over visual impacts

Response to Issue Raised

A Landscape and Visual Amenity assessment is included in Chapter 15 of the EIAR. The likely landscape and visual effects of the proposed Project have been assessed by considering the changes that would occur to the existing landscape and visual amenity as a result of the introduction of the proposed Project.

The baseline visual amenity of residents of groups of dwellings located adjacent to the existing railway line at Cabra and Glasnevin are referenced in Table 15.23 of the EIAR Volume 2 Chapter 15 Landscape & Visual Amenity.

CIÉ/IE acknowledges that there will be an impact on trees and vegetation to facilitate the Project. Mitigation measures in the form of proposed planting is illustrated in drawings DP-04-23-DWG-EV-TTA-23838 through to DP-04-23-DWG-EVTTA-23855 presented in Volume 4, Appendix 15.1 of this EIAR. These drawings also show the estimated wooded vegetation losses. The effects on visual amenity of residents of groups of dwellings during year 1 of operation, is referenced in Table 15.29 EIAR Volume 2 Chapter 15 Landscape & Visual Amenity and acknowledges that mitigation planting at year 1 will be in a juvenile state and will not yet provide visual screening.

14. Summary of Issue Raised – Health concerns over electrification of lines.

Response to Issue Raised

EMF has been addressed in Chapter 22 Electromagnetic Compatibility and Stray Current of the EIAR. Recommended EMF Exposure limits are in place at a European level to protect the public and workers from exposure to high EMF levels. The European Commission have adopted limits for exposure of the public and occupational exposure within EU Recommendation 1999/519/EC. This EC Recommendation is based on guidelines by the International Commission on Non-Ionising Radiation Protection (ICNIRP). The Project has been designed to ensure that public exposure to EMFs complies with the recommended guidelines.

A study of the DC magnetic fields levels that are expected to be generated around the operational railway has been undertaken using recognised modelling techniques. The predicted worst-case EMF levels were compared to public exposure limits and equipment immunity levels. Section 22.5.2.1 of the chapter presented the modelling results. The modelling results illustrated that the safe distance for public exposure is predicted to be within a few centimetres of the energised conductors and decreases considerably with distances and are below the recommended public exposure limits. Based on this assessment, it is considered that EMF from the Project will not cause any health concerns.

The Project will adhere to the relevant best practice guidelines outlined in Chapter 22 of the EIAR, set to ensure health protection. Chapter 23 Human Health of the EIAR therefore assesses public understanding of EMF risk, and associated mental health outcomes, in Section 23.6.2.5. Proposed mitigation measures include sharing of non-technical information to residents to reduce uncertainty and provide better understanding. With this mitigation measure in place, the residual effect on mental health from public uncertainty or concern about EMF risks is negligible (not significant).

15. Summary of Issue Raised – Concerns over potential subsidence.

Response to Issue Raised

Based on the current design, the soil anchors will be installed into the embankment along the rail corridor to stabilise the embankment. They will be a substantial distance below ground level and will get deeper as they advance under the garden. Installation of soil anchors would be completed from the track side and it is not envisaged that access to any individual property will be required for construction.

As outlined in the response to Item 7, no adverse structural impacts to individual properties is anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out

after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

16. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

17. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

6.5.2. Ref 022 – Cllr Cieran Perry

Submission Location – Councillor for Cabra/Glasnevin area

CIÉ/IÉ welcome Cllr Perry's support for Dart+ South West and his recognition for the benefits that further public transport can bring to this area. As an elected representative for the Cabra/Glasnevin area he raises a number of concerns which are addressed below.

1. Summary of Issue Raised – Request for an oral hearing

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Insufficient communication with residents, were not written in plain English.

Response to Issue Raised

In relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the impacted landowners and residents, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

During both non-statutory public consultations on the DART+ South West project, the following measures were undertaken to raise awareness of the project and invite public submissions to the consultation:

- Non-statutory consultation commenced in May 2021 and continued until the end of 2022.
- This included a dedicated project phone line, email and website.
- Extensive efforts were undertaken to promote the two focused periods of non-statutory public consultation, in May 2021 and November 2022:
 - Leaflets and project information was delivered to 24,000 homes and businesses along the route both in May 2021 for PC1 and again for PC2 in November 2021
 - Press releases were issued to all major media outlets and extensive media coverage was generated, both nationally and locally, including mentions in The Irish Times, Irish Examiner, Irish Independent, RTÉ Radio 1, Irish Daily Mail, Irish Daily Mirror, Newstalk, TheJournal.ie, Liffey Champion and the Fingal Independent, among others
 - Adverts were placed in local and national media
 - Posters were displayed in train stations along the DART+ South West project route
 - Geo-targeted social media posts were published on the CIÉ/IÉ Facebook and Twitter social media accounts.
- A Virtual Consultation Room was established which provided access to the project reports, maps, leaflets and brochures
- Webinars were held for Elected Representatives and Members of the Community at both PC1 (7 in total) and PC2 (4 in total).

It is considered that the opportunities provided to engage with the planning and design of the project have been extensive and comprehensive.

In response to communications not written in plain English, CIÉ/IÉ is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

Project web page updated with plain English responses to Frequently Asked Questions

Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.

Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.

Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

3. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IE has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

4. Summary of Issue Raised – Requests that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

5. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available?

Response to Issue Raised

No adverse structural impacts to any property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

CIÉ/IE cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area.

It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

6. Summary of Issue Raised – IE are seeking the right to issue CPO. IE must provide details of the legal affect of having a claim on part of a residential property due to the soil nailing or substratum lands.

Response to Issue Raised

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IÉ will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IÉ will need to be consulted to ensure that it will not interfere with the soil anchors. This does not necessarily preclude development potential in the future, but it does mean the anchors will have to be taken into consideration.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

7. Summary of Issue Raised – Requests a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

8. Summary of Issue Raised – Control measures for rats and vermin.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,

- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

9. Summary of Issue Raised – Request that a commitment is provided by IE that soil nailing work will only be completed during weekday working hours (09:00-17:00).

Response to Issue Raised

A detailed description of the proposed construction works and proposed working hours is presented in Chapter 5 Construction Strategy of the EIAR. Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

10. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

11. Summary of Issue Raised – Lack of a Cabra station included in the project.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

6.5.3. Ref 032 – Deirdre Joyce

Submission location – Glenbeigh Road, Cabra

Submission highlighted the importance of the laneway as an invaluable amenity to all residents and the community.

1. Summary of Issue Raised – Concern over impact to the valuable amenity area which residents have had shared private access to for many years. Concern over impacts from boundary wall changes and impacts on property. Requests consultation on alternatives to the location of the palisade fencing and repairs to the boundary wall and consultation on choice of boundary work materials to be permitted e.g. alternative/ natural boundary treatments.

Response to Issue Raised

The proposed palisade fencing on top of an existing low masonry boundary wall is located within the existing CIÉ/IÉ property ownership boundary. Security of the electrified railway from both a health and safety perspective is a design requirement of the project.

CIÉ/IÉ has become aware that there are sections of stone masonry boundary wall along with security palisade fence that have been removed, between Blackhorse Avenue and Old Cabra Road and that residents have established amenity areas that encroach into CIÉ/IÉ property.

As part of the upgrade and electrification works it is proposed to construct a 1.2m palisade fence on top of an existing 1.2m high stone masonry boundary wall. The concerns of the residents in the area have, however, been noted by CIÉ/IÉ.

While the technical and safety requirements of the project have to be fulfilled, CIÉ/IÉ will engage further with the property owners in the area in order to examine whether there are solutions that can deliver the technical and safety requirements of the project while preserving, in so far as possible, the amenity areas.

2. Summary of Issue Raised – Concerned by lack of communication with Glenbeigh Road residents, was not consulted or engaged with as part of the consultation process.

Response to Issue Raised

In relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

During both non-statutory public consultations on the DART+ South West project, the following measures were undertaken to raise awareness of the project and invite public submissions to the consultation:

- Non-statutory consultation commenced in May 2021 and continued until the end of 2022.
- This included a dedicated project phone line, email and website.
- Extensive efforts were undertaken to promote the two focused periods of non-statutory public consultation, in May 2021 and November 2022:
 - Leaflets and project information was delivered to 24,000 homes and businesses along the route (including this and other Glenbeigh properties) both in May 2021 for PC1 and again for PC2 in November 2021
 - Press releases were issued to all major media outlets and extensive media coverage was generated, both nationally and locally, including mentions in The Irish Times, Irish Examiner, Irish Independent, RTÉ Radio 1, Irish Daily Mail, Irish Daily Mirror, Newstalk, TheJournal.ie, Liffey Champion and the Fingal Independent, among others
 - Adverts were placed in local and national media.
 - Posters were displayed in train stations along the DART+ South West project route
 - Geo-targeted social media posts were published on the CIÉ/IÉ Facebook and Twitter social media accounts.
 - A Virtual Consultation Room was established which provided access to the project reports, maps, leaflets and brochures.
 - Webinars were held for Elected Representatives and Members of the Community at both PC1 (7 in total) and PC2 (4 in total).

It is considered that the opportunities provided to engage with the planning and design of the project have been extensive and comprehensive.

3. Summary of Issue Raised – Request for oral hearing.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

6.5.4. Ref 055 – James Temple & Others

Submission location – St. Attracta Road, Cabra

1. Summary of Issue Raised – Unclear where the station on Carnlough road is concerned. Stated it is imperative that station at Carnlough Road is built at the same time as the proposed Project to reduce impact on residents.

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations

including at Kylemore Road, Ballyfermot. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

2. Summary of Issue Raised – Request a community forum be established with residents to keep residents up to date before, during, and after construction.

Response to Issue Raised

The project will prepare a Construction Environmental Management Plan (CEMP) which will inform the construction on site. The Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns arising during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum during the construction phase of the works.

3. Summary of Issue Raised – Noted rodent control is a concern. Need assurance control measures are in place before works commence.

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction on site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- To provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours.
- Mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

4. Summary of Issue Raised – State that there is no clarity on what noise reduction measures will be in place.

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. The section of railway corridor adjacent to these property owners and their neighbours' dwellings (281, 285, 287, 289 and 291 St Attracta's Road) is approximately 50m from the façade of the dwellings, the railway corridor is in cut (track level is typically 8m lower) with line of sight obscured by terrain in between corridor and the dwellings. The predicted noise is expected to be below the daytime noise limit and the magnitude of impact is low with the significance ranging from slight to moderate when construction activities are at their closest. No specific mitigation measure will be required. However, Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. By applying these mitigation measures the impacts of construction noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nails will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch Line (PPTBL), but due to its extensive nature, some construction works may continue beyond this period during night-time or weekend possessions.

In the event that night-time works are required along the PPTBL adjacent to this property and the neighbouring dwellings, there is potential for significant effects at this location given that the duration and predicted noise for night-time works. Mitigation measures for night-time works as outlined in Section 14.7.1 will be implemented and applying these mitigation measures the impacts of construction noise will be managed.

5. Summary of Issue Raised – Request an oral hearing takes place.

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively for An Bord Pleanála to decide.

6.5.5. Ref 057 – Joan Giltinan

Submission location – Cabra Drive, Cabra, Dublin 7

1. Summary of Issue Raised – Request an oral hearing for further discussion

Response to Issue Raised

The decision on whether or not to hold an oral hearing is exclusively a matter for An Bord Pleanála to decide.

2. Summary of Issue Raised – Communications from CIÉ/IE were insufficient. The language was too technical and lacked plain English.

Response to Issue Raised

CIÉ/IE is bound by legal requirements in relation to the documents contained in the Railway Order application and the notification pack issued to affected landowners / occupiers. This included a Non-Technical Summary of the EIAR.

In order to ensure all stakeholders understood the proposals and were given a fair opportunity to submit their views to the statutory consultation, the following supports were made available:

- Project web page updated with plain English responses to Frequently Asked Questions
- Project information telephone line and email, for any member of the public to raise queries with the project team and discuss their individual needs and concerns. Plain English was used both on the phone line and in meetings with the public and property owners / occupiers.
- Members of the project team were available to meet with affected landowners / occupiers, virtually or at their property, from September 2022 to January 2023.
- Members of the project team were available to meet with any members of the public during the statutory consultation period.

The project phone number and email were included in the RO pack sent to all properties, and they were encouraged to contact the Project Team with any queries.

Throughout the statutory public consultation phase the Project Team was available and active in assisting people via the project phone line and email service. This included property owners who sought assistance in reading their property pack during the statutory consultation period.

The project team proactively contacted and engaged directly with this property owner since the project commenced. As part of a wider mail-out to all properties in the project area, a leaflet was sent to this property at the start of PC1 in May 2021, and again at the start of PC2 in November 2021.

In August 2022 the property was identified as potentially being impacted. The Project Team issued an explanatory letter, addressed to 'Joan Giltinan', and proposed a meeting. In September 2022, members of the project team met with this property owner at their property.

More generally in relation to communications, CIÉ/IÉ has worked hard to communicate widely and clearly with the general public, as described in the PC 1 report, PC 2 Report and PC 2 Addendum Report submitted with the application.

3. Summary of Issue Raised – Documents provided to residents had inaccuracies, such as having previous property owner details

Response to Issue Raised

Specific efforts were made to engage with potentially affected landowners and property owners / occupiers along the route. The project design evolved throughout the early design stage. This meant that additional potentially impacted landowners / occupiers were identified as the project design progressed. CIÉ/IÉ notified potentially impacted landowners / occupiers as soon as the need for land acquisition at their property was identified.

Property owners' names have been identified via Property Registration Authority of Ireland (PRAI) searches. In some cases, this data was found to be out-of-date, which is outside the control of CIÉ/IÉ. The project team has continued to update the property owner database where new information has become available in the course of the engagement process.

As part of the communication strategy, A Community Liaison Officer (CLO) will be appointed for the duration of the project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents.

4. Summary of Issue Raised – Request a community forum be established, consisting of local representatives and CIÉ/IÉ representatives.

Response to Issue Raised

A Construction Environmental Management Plan (CEMP) will be prepared to inform the construction phase. A Community Liaison Officer will be appointed to guarantee adequate continuous communications with the residents, discuss any matters that may be raised and to address any concerns raised during the construction phase.

CIÉ/IÉ will ensure that effective communications channels between the community and the project team are maintained throughout the project, including in the period prior to commencement of construction. CIÉ/IÉ is open to the possibility of establishing a community forum for the construction phase of the works.

5. Summary of Issue Raised – Maps provided to residents had inaccuracies.

Response to Issue Raised

Ordnance Survey (OS) mapping was used for the production of drawings and maps. Physical features on the ground may change over time, and for this reason, the OS mapping may not reflect building changes or extensions, which could explain why certain features in this area are not shown on the drawings. Ordnance Survey Ireland (OSI) has a continuous mapping revision programme. In the event that there are changes to the physical features on the ground, OSI can arrange for OS surveyors to visit properties so that the mapping can be updated and amended. CIÉ/IÉ has not been made aware of any mapping updates that would have a material impact on the Railway Order application.

6. Summary of Issue Raised – Request that property condition surveys be made available to residents before construction commences.

Response to Issue Raised

Prior to construction works and subject to written agreement with the property owner, property condition surveys will be undertaken. Any specific risks or hazards will be outlined in the contractor's site-specific Construction Environmental Management Plan (CEMP), with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and nearby structures. Post construction, a condition survey will be carried out after the works are completed.

7. Summary of Issue Raised – For how long after construction finishes, will recourse for property impacts be available? Request that any damage to boundary walls during soil nailing will be repaired immediately to the standard of the current walls, to ensure security of property is not compromised.

Response to Issue Raised

No adverse structural impacts to the property are anticipated as a result of the proposed works, a condition survey will be carried out before any construction works commence. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

No adverse structural impacts to the boundary walls are anticipated as a result of these works. The existing boundary wall can be included in the condition survey. In the event of any damage this would be made good.

CIÉ/IE cannot advise property owners in relation to the statutory limitation periods which apply in property matters, given the complexity of the law in this area. It is, however, anticipated that any claim for compensation in accordance with statute and standard Compulsory Purchase practice and procedure would address all matters.

8. Summary of Issue Raised – Concern over CPO for substratum land rights impact on the property folio and future development potential. Provided information indicates that soil nails were previously installed. No information provided on whether CPO was required for them and why a CPO is required now.

Response to Issue Raised

The proposed works at this location include the construction of retaining walls along the rail corridor. The installation of soil anchors is required to ensure the stability of the walls. The extent of the soil anchors is as indicated on the Property Server Plans which were included in the notification pack issued to the property owner.

The soil anchors will be installed into the embankment along the rail corridor. They will be a substantial distance below ground level and will get deeper as they advance under the rear garden. Installation of the soil anchors will be completed from the track side and it is not envisaged that access to the property will be required for construction. The soil anchors will not be visible in the garden.

No adverse structural impacts to the property are anticipated as a result of these works. Where appropriate, a condition survey will be carried out before any construction works. Post construction, a condition survey will be carried out after the works are completed. Further details are included in Chapter 17 of the Environmental Impact Assessment Report.

Soils anchors are unlikely to affect typical domestic extensions or garden structures. CIÉ/IE will own the soil anchors installed underneath the property. If any future development is proposed at the property, CIÉ/IE will need to be consulted to ensure that it will not interfere with the soil anchors.

If the Railway Order is granted, compensation will be addressed in accordance with statute and standard Compulsory Purchase practice and procedure, if and when statutory notices are served. i.e. the property owner will be entitled to submit a claim for compensation once the Railway Order is granted and an official notice is sent.

A property owner may be entitled to make a claim in respect of the acquisition under various headings. More information on CPOs and compensation is available from the website of the Society of Chartered Surveyors Ireland website: <https://scsi.ie/a-clear-guide-to-compulsory-purchase-orders-and-compensation/>

9. Summary of Issue Raised – No information provided on the mesh face system to be installed.

Response to Issue Raised

Soil nailing is a widely used technique in the construction industry, further details are included in Section 5.2.4.2.3. of the EIAR. The type of mesh system will be determined during the detailed design stage.

10. Summary of Issue Raised – Control measures for rats and vermin

Response to Issue Raised

A Construction Environmental Management Plan has been prepared as part of the draft Railway Order application. The CEMP will inform the construction management on the site. The contractor will have responsibility for prevention and management of pests and vermin.

CIÉ/IE will ensure that effective communications channels between the community and the project team are maintained throughout the project, so that any concerns can be responded to.

As part of the construction strategy, a Community Liaison Office (CLO) will be appointed for the duration of the Project. The CLO will be in place to communicate with the residents and to address any concerns raised by residents during the construction phase. The CLO will carry out communications activities, such as:

- to provide information to local residents about progress of the project,
- to explain control measures being put in place,
- to inform the local community about works likely to cause disturbance and/or works planned to take place outside of core working hours,
- mitigations regarding the above issues.

The CLO will be available at all times during the construction phase if any issues arise.

11. Summary of Issue Raised – Concerns over the timing of noisy construction and questions regarding general noise reduction measures. Request a commitment that soil nailing works will be completed during weekday working hours (09:00 – 17:00) and that soil nailing be carried out on both sides of the line simultaneously to limit disruption to residents.

Response to Issue Raised

Chapter 14 of the EIAR assessed the likely significant noise and vibration effects of the proposed DART+ South West Project. A detailed description of the proposed construction works, and phasing is outlined in Chapter 5 Construction Strategy of the EIAR.

It is acknowledged that short-term increases in noise impacts will occur in certain areas during the construction phase of the proposed Project due to the requirement to use heavy plant and machinery. Section 14.7.1 of the EIAR identifies general mitigation measures that will be implemented during construction works. The extent and nature of the construction noise impacts is dependent on the activity (for example Site Clearance, Ground Investigation) and proximity to noise sensitive locations. The predicted noise impact from the construction activities was assessed against the thresholds of significance for construction noise. A list of activity-specific measures to mitigate the construction noise impacts if the threshold values are exceeded have been included in Section 14.7.1 of the EIAR. By applying these mitigation measures, the impacts of construction stage noise will be managed. There will also be ongoing community liaison channels in place during construction to respond to any specific concerns that arise.

Soil nailing will be constructed predominantly at the time of the closure of the Phoenix Park Tunnel Branch line (PPTBL), during this time work will be carried out on a number of work fronts simultaneously along the rail corridor to minimise disruption to local communities. Due to the extensive nature of the works, some construction works may continue beyond this closure period, requiring works to be carried out during off peak periods or under safe working arrangements.

If the project progresses to the construction stage, a detailed plan will be put in place to ensure residents living near the rail line are informed of upcoming works and given advance notice of any disruptive works.

If the Railway Order is granted, the project will be obliged to implement any mitigating measures referred to in the Environmental Impact Assessment Report and any other measures required by An Bord Pleanála. A Noise Management Plan will be part of the construction stage of the project and the Railway Order will include provision for noise management measures once DART+ South West is operational. Noise Mitigation Measures, which include general noise measures and activity specific measures (including night-time works) are presented in Chapter 14 of the EIAR.

12. Summary of Issue Raised – Queries regarding the exact locations of flood risk and mitigation measures.

Response to Issue Raised

A Site-Specific Flood Risk Assessment (SSFRA) was prepared for the Project. The SSFRA details the existing flood risk within the vicinity of the proposed Project. It includes a quantitative appraisal of the potential flood risk posed to the proposed Project and the potential impact on flood risk elsewhere. It also assesses the effectiveness of any proposed mitigation measures without increasing the risk of flooding to the development itself or elsewhere.

Cabra lies within Zone D – Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) and the salient hydrological feature for the study area between Heuston Station and Glasnevin Junction is the Royal Canal. The SSFRA for Zone D concluded that no increase in flood level or any increased flooding risk to the adjacent lands and properties are anticipated.

13. Summary of Issue Raised – Lack of a Cabra station included in the project

Response to Issue Raised

The strategy for the provision of new stations and other rail infrastructure is a matter for the National Transport Authority (NTA). The Greater Dublin Area Transport Strategy 2022 to 2042 was published by the NTA in January 2023. The strategy commits to development of a number of new rail stations including at Cabra. These stations are outside of the scope of DART+ South West Project.

The design of the project has future proofed its layout to allow the addition of stations at these locations in the future. The NTA has this year (2023) provided funding to CIÉ/IÉ to commence preparation of designs and planning for stations at Kylemore and Cabra.

6.5.6. Ref 060 – John Blackman

Submission location – Glenbeigh Road, Cabra

Submission highlighted the importance of the laneway as an invaluable amenity to all residents and the community. CIÉ/IÉ welcomes the constructive approach of this submission to the application for a railway order.

1. Summary of Issue Raised – Concern over impact to the valuable amenity area which residents have had shared private access to for many years. Concern over impacts from boundary wall changes and impacts on property. Understood that an un-secured railway cutting exposes CIÉ/IÉ to security and safety risks. There is no access to the gardens from the public highway and they state this has served to improve the security of the railway own. What little risk could be mitigated by some overall less intrusive means. Request that proposed palisade fence is erected 5 metres east of the low-level boundary wall where it will run along the edge of the viaduct cutting without detriment to the existing amenity.

Response to Issue Raised

The proposed palisade fencing on top of an existing low masonry boundary wall is located within the existing CIÉ/IÉ property ownership boundary. Security of the electrified railway from both a health and safety perspective is a design requirement of the project.

CIÉ/IÉ has become aware that there are sections of stone masonry boundary wall along with security palisade fence that have been removed, between Blackhorse Avenue and Old Cabra Road and that residents have established amenity areas that encroach into CIÉ/IÉ property.

As part of the upgrade and electrification works it is proposed to construct a 1.2m palisade fence on top of an existing 1.2m high stone masonry boundary wall. The concerns of the residents in the area have, however, been noted by CIÉ/IÉ. While the technical and safety requirements of the project have to be fulfilled, CIÉ/IÉ will engage further with the property owners in the area in order to examine whether there are solutions that can deliver the technical and safety requirements of the project while preserving, in so far as possible, the amenity areas.

6.5.7. Ref 071 – Lisa Fitzgerald & Jason Barron

Submission location – Glenbeigh Road, Cabra

Submission highlighted the importance of the laneway as an invaluable amenity to all residents and the community. CIÉ/IÉ welcomes the constructive approach of this submission to the application for a railway order.

1. Summary of Issue Raised – Concern over impact to the valuable amenity area which residents have had shared private access to for many years. Respondent objects to the proposal of palisade fence on top of existing boundary wall. If further fencing is required, it is requested that it would be constructed 5m further towards the CIÉ/IÉ line to protect the valuable amenity space.

Response to Issue Raised

The proposed palisade fencing on top of an existing low masonry boundary wall is located within the existing CIÉ/IÉ property ownership boundary. Security of the electrified railway from both a health and safety perspective is a design requirement of the project.

CIÉ/IÉ has become aware that there are sections of stone masonry boundary wall along with security palisade fence that have been removed, between Blackhorse Avenue and Old Cabra Road and that residents have established amenity areas that encroach into CIÉ/IÉ property.

As part of the upgrade and electrification works it is proposed to construct a 1.2m palisade fence on top of an existing 1.2m high stone masonry boundary wall. The concerns of the residents in the area have, however, been noted by CIÉ/IÉ.

While the technical and safety requirements of the project have to be fulfilled, CIÉ/IÉ will engage further with the property owners in the area in order to examine whether there are solutions that can deliver the technical and safety requirements of the project while preserving, in so far as possible, the amenity areas.

6.5.8. Ref 074 – Mairéad Cullen

Submission location – Glenbeigh Road, Cabra

Submission highlighted the importance of the laneway as an invaluable amenity to all residents and the community. CIÉ/IÉ welcomes the constructive approach of this submission to the application for a railway order.

1. Summary of Issue Raised – Concern over impact to the valuable amenity area which residents have had shared private access to for many years. Request that proposed palisade fence is erected 5 metres east of the low-level boundary wall where it will run along the edge of the viaduct cutting without detriment to the existing amenity.

Response to Issue Raised

The proposed palisade fencing on top of an existing low masonry boundary wall is located within the existing CIÉ/IÉ property ownership boundary. Security of the electrified railway from both a health and safety perspective is a design requirement of the project.

CIÉ/IÉ has become aware that there are sections of stone masonry boundary wall along with security palisade fence that have been removed, between Blackhorse Avenue and Old Cabra Road and that residents have established amenity areas that encroach into CIÉ/IÉ property.

As part of the upgrade and electrification works it is proposed to construct a 1.2m palisade fence on top of an existing 1.2m high stone masonry boundary wall. The concerns of the residents in the area have, however, been noted by CIÉ/IÉ. While the technical and safety requirements of the project have to be fulfilled, CIÉ/IÉ will engage further with the property owners in the area in order to examine whether there are solutions that can deliver the technical and safety requirements of the project while preserving, in so far as possible, the amenity areas.

6.5.9. Ref 104 – Residents of Glenbeigh Road

Submission Location – Glenbeigh Road, Cabra

Submission highlighted the importance of the laneway as an invaluable amenity to all residents and the community. CIÉ/IÉ welcomes the constructive approach of this submission to the application for a railway order.

1. Summary of Issue Raised - Concern over impact to the valuable amenity area which residents have had shared private access to for many years. Concern over impacts from boundary wall changes and impacts on property. Requests consultation on alternatives to the location of the palisade fencing and repairs to the boundary wall and consultation on choice of boundary work materials to be permitted e.g. alternative/ natural boundary treatments.

Response to Issue Raised

The proposed palisade fencing on top of an existing low masonry boundary wall is located within the existing CIÉ/IÉ property ownership boundary. Security of the electrified railway from both a health and safety perspective is a design requirement of the project.

CIÉ/IÉ has become aware that there are sections of stone masonry boundary wall along with security palisade fence that have been removed, between Blackhorse Avenue and Old Cabra Road and that residents have established amenity areas that encroach into CIÉ/IÉ property.

As part of the upgrade and electrification works it is proposed to construct a 1.2m palisade fence on top of an existing 1.2m high stone masonry boundary wall. The concerns of the residents in the area have, however, been noted by CIÉ/IÉ.

While the technical and safety requirements of the project have to be fulfilled, CIÉ/IÉ will engage further with the property owners in the area in order to examine whether there are solutions that can deliver the technical and safety requirements of the project while preserving, in so far as possible, the amenity areas.

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