
Appendix A1.1

EIA Screening Report

DART EXPANSION
Maynooth and City Centre Enhancements
Iarnród Éireann
Environmental Impact Assessment (EIA) Screening Report

MAY-MDC-ENV-ROUT-RP-T-0001 S0-PO1

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1. INTRODUCTION

IDOM have been commissioned by Iarnród Éireann (ÍÉ), to complete an Environmental Impact Assessment (EIA) screening exercise in relation the proposed DART Expansion Maynooth Line and City Centre Enhancements project. This report is to determine the need for EIA as set out in the relevant EU and National legislation.

1.1 Programme Background

The DART Expansion Programme consists of 7 main infrastructural elements as noted below:

- Rolling Stock
- City Centre Enhancements
- Maynooth Line
- Kildare Line
- Northern Line
- Southeast Line
- DART Underground.

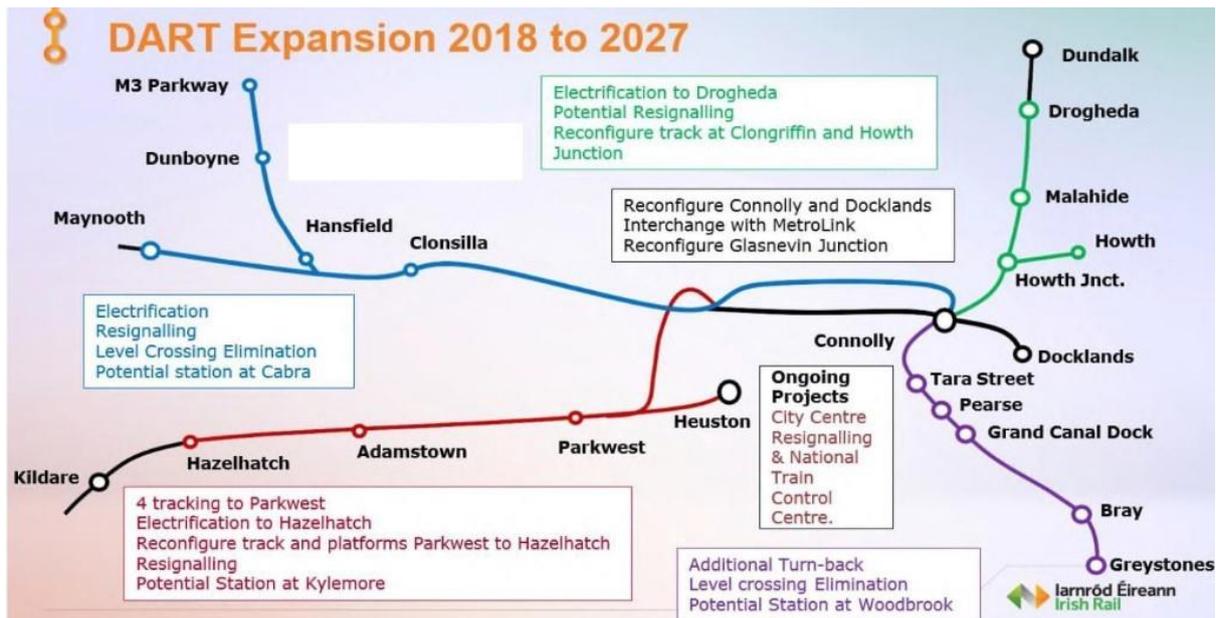


Figure 1 DART Expansion Programme

The DART Expansion Programme involves development and enhancements to the City Centre Stations and network. This will include electrification and re-signalling across the 3 main routes primarily over existing alignments extending the DART system on the:

- **Maynooth Line** - c.40km from west of Maynooth to Connolly/Docklands in the City Centre. Including the M3 Parkway, connection to the Phoenix Park Tunnel and includes a new EMU Depot.
- **Kildare Line** - c.20km from Hazelhatch into Heuston and the Phoenix Park Tunnel including 4-tracking from Parkwest to Heuston.
- **Northern Line** - c.38km from Electrification & related works from Malahide to Drogheda, also includes works from Connolly to Malahide & on the Howth Branch.

- **Southeast line** - removal of level crossings & related works, construction of turn back facilities and increases to the capacity of the Bray-Greystones section.

The 'Maynooth Line' and City Centre Enhancements is the subject of this EIA Screening Report.

The DART Underground is the long-term objective and will complete the DART Expansion by providing full system capacity. The route for the DART Underground Tunnel, will be established and protected to allow for its future delivery. The National Development Plan 2018-2027 provides for the DART Expansion Programme. The Suburban network envisaged at the end of the National Development Plan 2018-2027 is shown in Figure 1 above.

1.2 DART Programme Objectives

The objectives of the DART Expansion have been developed through extensive consultation with a range of stakeholders internal and external to Iarnród Éireann and at a National and Local level. The overall aim is to devise an effective programme that will increase rail capacity and transition to electrical traction power which will in turn improve travel for existing and future public transport customers. To keep the city moving, the desired outcome is a more environmentally sustainable public transport system that is faster, more reliable, higher capacity, easier to use, reaches more customers and is more efficient, providing better value for money for Government and for customers.

The objectives of the DART Expansion are;

Economy

- To implement a programme which caters for the growing transport demand and contributes to economic growth;
- The enhancement of public transport provision in the Greater Dublin Area to provide a quicker and more reliable public transport service;
- Reduce the level of congestion on the road network through the attraction of demand to the public transport network;

Safety

- Ensure the continued delivery of the highest safety standards in the provision of public transport services;

Environment

- Reduce emissions through the encouragement of modal shift from less sustainable transport to public transport and contribute to national decarbonisation policy;

Accessibility and Social Inclusion

- To enhance public transport accessibility to population and employment centres;

Integration

- To support the implementation of national and regional planning policy including Project Ireland 2040's National Planning Framework and the forthcoming Regional Spatial and Economic Strategy;
- To enhance integration between public transport modes; and

- To be fully compatible with, and ultimately complementary to, the future transport schemes in the Dublin as set out in the Transport Strategy for the Greater Dublin Area 2016 – 2035 and to service longer term regional land-use and transport planning needs.

1.3 Project Description

The overall objective for the Maynooth line and city centre enhancements is to facilitate the necessary increase in capacity of the network. The scope of work required includes:

- Remodelling Connolly Station and Docklands Station to increase capacity.
- Modifications at key junction approaching Connolly/Docklands Station from north and west to support increased services and flexibility.
- Elimination of level crossings on the Maynooth line and provision of alternative new bridges, as appropriate, for pedestrians, cyclists and vehicles.
- Electrification and power supply to support the projected capacity increases.
- Signalling and telecommunications infrastructure to support the projected capacity increases.
- Provision of a new train depot.
- Infrastructure modifications to facilitate overall project.
- Integration of DART Expansion with MetroLink (at Glasnevin) and other public transport schemes.

DART Expansion proposes to increase train service levels from 7 trains per hour per direction to 15 train per hour per direction. Without intervention, the increase in train services would result in a very significant increase in closure time per hour of the existing level crossing gates (i.e. the level crossings would be permanently, or almost permanently, closed).

DART Expansion is seeking to permanently close all level crossing along the Maynooth Line and provide the necessary level of new crossing points to maintain the existing and future increased vehicle flows.

A 2019 transport study commissioned by the National Transport Authority, in collaboration with Iamród Éireann, has recommended the following replacement infrastructure be provided in lieu of the permanent closure and removal of the level crossings on the Maynooth Line:

- **Ashtown:** Provide a full vehicular/cyclist/pedestrian bridge crossing point;
- **Coolmine:** Provide a full vehicular/cyclist/pedestrian bridge crossing point;
- **Porterstown:** Provide a cyclist/pedestrian bridge crossing point, with vehicles availing of the Diswellstown Road bridge;
- **Clonsilla:** Provide a cyclist/pedestrian bridge crossing point;
- **Barberstown:** Provide a full vehicular/cyclist/pedestrian bridge crossing point;
- **Blakestown:** No new infrastructure provided given the low usage and availability of other existing proximal bridge crossing.

The transport study concludes that with the above new infrastructure provided, the journey times in the local area would (allowing for traffic flow increases between 2019-2027) be reduced by 1%.

This is on the basis that the new bridges would provide free-flowing alternatives to what exists at present.

All of these recommendations will be reviewed as part of this Options Study and the Emerging Preferred Option selected and presented to the public at Public Consultation No.1.

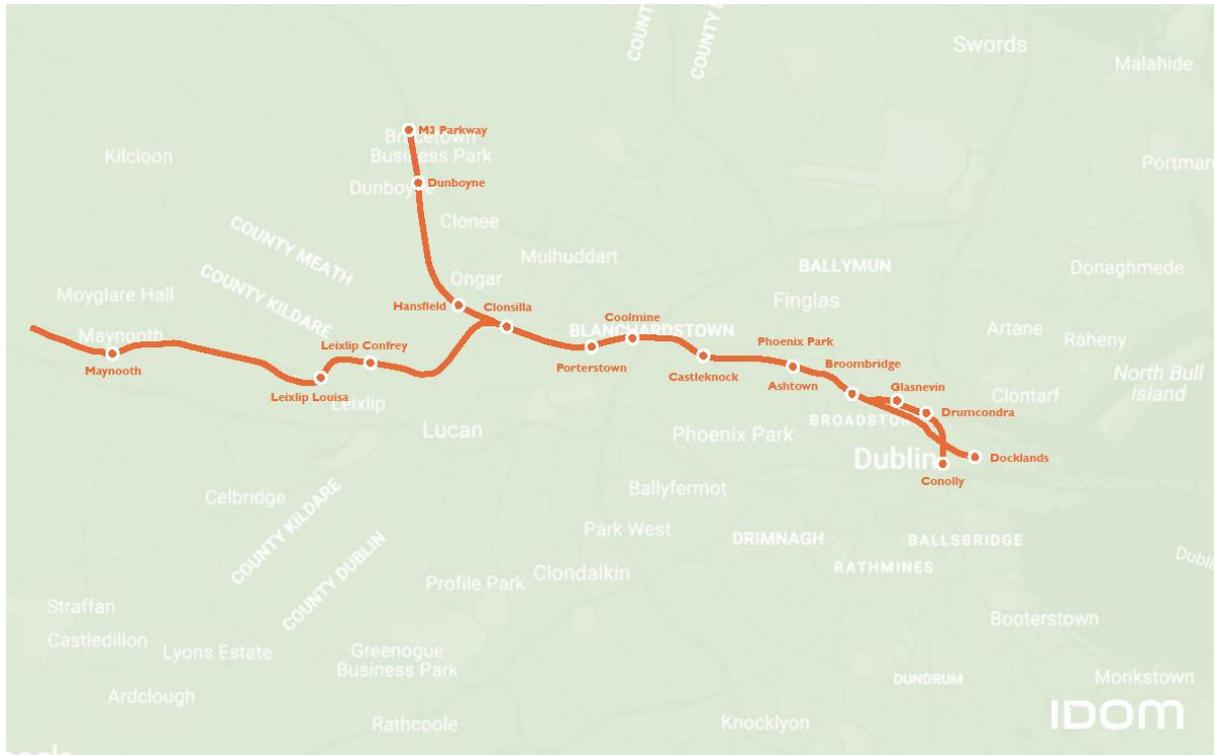


Figure 2 Maynooth and City Centre Enhancements Project Extents

2. STATUTORY APPROVAL REQUIREMENTS FOR RAILWAY WORKS

The proposed Project is being progressed through an application for a Railway Order, under the Transport (Railway Infrastructure) Act 2001 as amended by the Planning and Development (Strategic Infrastructure) Act 2006.

2.1 Transport (Railway Infrastructure) Act 2001 (as amended)

A Railway Order is the statutory consent to an applicant providing authorisation to construct, maintain, improve and operate the railway or railway works.

Section 37 of the Act relates to Application for a Railway Order and states:

- (1) The Agency, CIÉ, or any other person with the consent of the Agency, may apply to An Bord Pleanála (referred to subsequently in this Act as the 'Board') for a railway order.*
- (3) An application under subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by—*
 - (e) a statement of the likely effects on the environment (referred to subsequently in this Part as an 'environmental impact statement') of the proposed railway works,*
- (4) The construction of railway works, the subject of an application for a railway order under this Part, shall not be undertaken unless the Board has granted an order under section 43.*

Section 39 of the Act relates to Environmental Impact Statement (now Environmental Impact Assessment Report) and states:

- (1) An environmental impact statement shall, contain further information on the following information:*
 - (a) a description of the proposed railway works comprising information on the site, design and size of the proposed railway works;*
 - (b) a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects;*
 - (c) the data required to identify and assess the main effects which the proposed railway works are likely to have on the environment;*
 - (d) an outline of the main alternatives studied by the applicant and an indication of the main reasons for its choice, taking into account the environmental effects; and*
 - (e) a summary in non-technical language of the above information.*
- (2) An environmental impact statement shall, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contain further information on the following matters:*

- (a)
 - (i) a description of the physical characteristics of the whole proposed railway works and the land-use requirements during the construction and operational phases,
 - (ii) an estimate, by type and quantity, of the expected residues and emissions (including water, air and soil pollution, noise, vibration, light, heat and radiation) resulting from the operation of the proposed railway works;
- (b) a description of the aspects of the environment likely to be significantly affected by the proposed railway works, including in particular—
 - (i) human beings, fauna and flora,
 - (ii) soil, water, air, climatic factors and the landscape,
 - (iii) material assets, including the architectural and archaeological heritage, and the cultural heritage,
 - (iv) the inter-relationship between the matters referred to in this paragraph;
- (c) a description of the likely significant effects (including direct, indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative) of the proposed railway works on the environment resulting from—
 - (i) the existence of the proposed railway works,
 - (ii) the use of natural resources,
 - (iii) the emission of pollutants, the creation of nuisances and the elimination of waste,and a description of the forecasting methods used to assess the effects on the environment;
- (d) an indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information; and
- e) a summary in non-technical language of the above information,

to the extent that such information is relevant to a given stage of the consent procedure and to the specific characteristics of the railway works or type of railway works concerned, and of the environmental features likely to be affected, and the applicant may reasonably be required to compile such information having regard, amongst other things, to current knowledge and methods of assessment.

- (3) (a) *If a person, before applying to the Board for a railway order, so requests, the Board shall, after consulting the person and such bodies as may be specified by the Minister for the Environment, Heritage and Local Government for that purpose, give a written opinion on the information to be contained in an environmental impact statement.*
- (b) *The giving of a written opinion in accordance with this subsection shall not prejudice the exercise by the Board of its powers pursuant to this Act to require an applicant to furnish*

further information in relation to the effects on the environment of the proposed railway works.

- (4) *The European Communities (Environmental Impact Assessment) Regulations 1989 to 2005 and the Act of 2000 and any regulation made thereunder in relation to environmental impact assessment shall not apply to anything done under an order made under this Act.*

2.2 EIA Directive

The requirement for environmental impact assessment is imposed by Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (as amended by Directive 2014/52/EU) (the EIA Directive). Although not yet transposed into Irish law for railway infrastructure it has been for roads project through SI 279 of 2019 - European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 and is considered the highest level of assessment appropriate for the project in question.

2.2.1 Environmental Impact Assessment

Environmental impact assessment is defined in Article 1 of the EIA Directive to mean a process consisting of:

- I. the preparation of an EIAR by the developer, as referred to in Article 5(1) and (2);
- II. the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;
- III. the examination by the competent authority of the information presented in the EIAR and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;
- IV. the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and
- V. the integration of the competent authority's reasoned conclusion into any of the decisions referred to in Article 8a.

An Bord Pleanála is the competent authority for the purpose of carrying out an environmental impact assessment of the proposed road development.

2.2.2 Environmental Impact Assessment Report (EIAR)

Where an environmental impact assessment is required, there is an obligation on the developer to submit an EIAR as part of the application for development consent.

The contents of an EIAR are specified in Annex IV of the EIA Directive.

ANNEX IV

INFORMATION REFERRED TO IN ARTICLE 5(1)

(INFORMATION FOR THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT)

1. Description of the project, including in particular:
 - (a) a description of the location of the project;
 - (b) a description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
 - (c) a description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
 - (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operation phases.
2. A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.
4. A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.
5. A description of the likely significant effects of the project on the environment resulting from, inter alia:
 - (a) the construction and existence of the project, including, where relevant, demolition works;
 - (b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;
 - (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
 - (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
 - (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;
 - (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
 - (g) the technologies and the substances used.

The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term

and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.
8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council ⁽¹⁾ or Council Directive 2009/71/Euratom ⁽²⁾ or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.
9. A non-technical summary of the information provided under points 1 to 8.
10. A reference list detailing the sources used for the descriptions and assessments included in the report.

⁽¹⁾ Directive 2012/18/EU of the European Parliament and the Council of 4 July 2012 on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC ([OJ L 197, 24.7.2012, p. 1](#))."

⁽²⁾ Council Directive 2009/71/Euratom of 25 June 2009 establishing a Community framework for the nuclear safety of nuclear installations ([OJ L 172, 2.7.2009, p. 18](#))."

3. SCREENING DECLARATION FOR EIA

The national legislation covering railway works (Transport (Railway Infrastructure) Act 2001, as amended) specifies, in Section 37, that an Environmental Impact Statement is required.

Therefore, given that EIS is a mandatory requirement of the statutory approval process, there is no Screening Determination required.

For clarification purposes, the Transport (Railway Infrastructure) Act, 2001 has not been updated since the Planning & Development (Strategic Infrastructure) Act, 2006. Therefore, all references to Environmental Impact Statement in the Railway Order application process will now be interpreted as an Environment Impact Assessment Report.

The Environmental Impact Assessment Report prepared for the Maynooth Line and City Centre Enhancements will comply with the requirements of both the Transport (Railway Infrastructure) Act 2001, as amended and EU Directive 2011/92/EU as amended by EU Directive 2014/52/EU (EIA Directives).

4. CONCLUSION

The conclusion of this EIA Screening Report is that an Environmental Impact Assessment Report (EIAR) is statutorily required to accompany the Railway Order application to be submitted to the Competent Authority, An Bord Pleanála.

Therefore, a Screening Determination from the Competent Authority (that being An Bord Pleanála in this instance) is not required.