
Appendix 1.2
EIA Scoping Consultation
Responses

Summary of Responses Received in Relation to Informal EIA Scoping Consultation

Consultee	Summary of Submission Received
Department of the Environment, Climate and Communications (DECC)	<ul style="list-style-type: none"> In respect of waste within documentation, recommend consulting directly with their respective Regional Waste Management Planning Office regarding development of the final plans.
Dublin Chamber of Commerce	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> Support for Dart+ South West Further consideration must be given to future population growth. Include all planned stations in the project - Kishoge station, which has not been in use since its completion in 2009, should be made operational part of the DART+ South West Project. Complement DART+ South West with more active travel infrastructure - promote integrated active transport by enhancing facilities at train stations DART+ Tunnel remains essential.
Dublin City Council (DCC)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> Noted the Scoping Report is generally comprehensive in nature. The methodology proposed for consideration of alternatives was considered reasonable. DCC noted the section that states <i>'in the context of DART+ South West, reasonable alternatives are focused on the existing operational rail corridor ...'</i> and <i>'whilst it is appreciated that for particular sections of the line, and for quite specific reasons, this may necessarily be the case, it may be important (in terms of methodology) to consider the possibility of other alternative options where and if such alternatives could perhaps be considered reasonable'</i>. Recommended a summary table of measures envisaged to avoid, prevent or reduce, and if possible offset likely significant adverse effects of the proposed development could be included. Noted that there is no reference to a Heritage Impact Assessment Report included..

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	<ul style="list-style-type: none"> Noted that whilst Section 19.4 of the scoping report is comprehensive in reference to archaeological sites there is no reference to the Record of Protected Structures or any Conservation Areas within the Receiving Environment.. These should be considered within the EIAR for potential impacts and mitigation. The future potential of key stations on the project corridor should be adequately considered in relation to current design, such that delivery of the stations does not preclude future high-quality development on these sites, including over site development. Consideration should be given to the integration of sustainable modes where they are poorly provided for previously, where major infrastructural change are proposed to bridges by way of upgrades or replacement – for example proposals for Le Fanu Bridge. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> The cumulative impacts of construction traffic and proposed traffic management measures will have to be addressed in the EIAR for the Railway Order application. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. Risk of flooding should be appropriately addressed in a Site Specific Flood Risk Assessment which shall detail how flood risk will be managed. Further clarity is required as to what detail will be incorporated into the Railway Order application where simultaneous infrastructure projects do overlap. A further consideration is how timelines and phasing at implementation stage will be planned and managed where projects interact. With respect to heritage, a full-time Grade 1 Conservation Architect, or equivalent, shall be employed to advise on all stages of the Project and for preparation of a Heritage Impact Assessment Report (HIAR). The HIAR shall identify and minimise the direct and indirect impacts of all temporary and permanent works on the historic fabric to inform the decision-making process particularly in relation to construction methodologies and traffic management. Requested to engage with the Conservation Section of Dublin City Council. With respect of archaeology, an archaeologist shall be employed to advise on all stages of the Project and for the preparation of a Heritage Impact Assessment Report (HIAR). Requested to engage with the City Archaeologist.

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	<ul style="list-style-type: none"> • With respect to Landscaping and Amenities, where tree or planting removal is necessary, replanting elsewhere nearby should be considered by way of compensation. • Recommended to avail of the opportunity at pre Railway Order application stage to seek DCC input to EIAR preparation.
Fáilte Ireland	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. • Attached a copy of the non-statutory Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which could be informative in the preparation of the EIAR. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Noted that tourism displays a very high dependency on public transport in particular for its successful operation and that a high degree of convergence between the tourism and transport sector is crucial. • Noted that DART services are not only important for visitors themselves but, of equal importance, to those employed in the hospitality sectors, who are often critically dependent upon public transport, often at times at the very beginning and end of the working day. The extension of the network and more frequent services are very much welcomed.
Office of Public Works (OPW)	<p>EIA Scoping Report Comments</p> <ul style="list-style-type: none"> • The OPW welcomed the commitment that a <i>"Flood Risk Assessment will be undertaken to inform the design process and will inform the hydrology chapter of the EIAR"</i>. It is specified that this assessment should be carried out in accordance with <i>"The Planning System and Flood Risk Management, Guidelines for Planning Authorities"</i>. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Recommended that reference should be made to the Guidelines on the Planning System and Flood Risk Management (DHPLG/OPW, Nov 2009) issued under Section 28 of the Planning Acts to ensure that the key principles of flood risk management and sustainable planning are adopted. • Recommended that the sequential approach to managing flood risk within the planning system should be considered at the earliest stage, and where uncertainty exists the precautionary approach should be taken or furthermore detailed assessment carried out before decisions are made. • The OPW advised that clear commitments and objectives regarding flood risk and the principles of the Guidelines be included, and that persons with the relevant expertise review any flood risk assessments. • The OPW highlighted specific flood risk management issues for consideration: <ul style="list-style-type: none"> ○ The project should have full regard to the flood relief schemes in Camac River and Lucan to Chapelizod.

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	<ul style="list-style-type: none"> ○ The project should have full regard to the protection, and the need for maintenance, of the flood relief schemes completed under the Arterial Drainage Acts, 1945-1995, including the schemes in Shinkeen Stream (Hazelhatch) ○ The OPW Flood Risk Management Plans and online Flood maps. ○ Consideration of climate change impacts. ○ Consideration of Arterial Drainage Schemes and Drainage District, ensuring that that access requirements are preserved for the maintenance of such. ○ Land Protected by Agricultural Embankments. ○ Impacts on Other Areas - avoid increasing flood risk elsewhere. ○ Natural Water Retention Measures - take account of the opportunities for natural water retention measures to reduce runoff and provide other benefits such as to water quality, biodiversity, etc. ○ Bridges and Culverts over Watercourses – appropriate consent from the Commissioners under Section 50 of the Arterial Drainage Act 1945 is required for the construction, replacement or alteration of bridges and culverts over any watercourse.
Gas Networks Ireland (GNI)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Provided map of Gas Transmission Pipelines in the general vicinity of the Project. Noted that the Gas Transmission Pipelines exist within the GNI Wayleaves. No excavation may take place within any such Wayleave (normally 14 m wide) unless consent is granted by Gas Networks Ireland. • Attached a copy of the Safety Advice Booklet for guidance on working in the vicinity of this infrastructure. • Attached a copy of the GNI Code of Practice for working in the vicinity of the Transmission Network (Rev 3, 2021). • Provided more detailed “As Laid” drawings.
Geological Survey of Ireland (GSI)	<ul style="list-style-type: none"> • No specific comments at this time.
Inland Fisheries Ireland (IFI)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. <p>Other relevant points Noted:</p>



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	<ul style="list-style-type: none"> • Noted that the DART+ South West corridor will transect many important river systems in the Greater Dublin area. Of particular importance is the Liffey system and its tributaries that will interact with the project. • Noted that the Liffey system supports some species listed under Annex II and V of the EU Habitats Directive. • The specific details of the works directly affecting watercourses or riparian habitats must be submitted to IFI for assessment. • IFI requested that they be consulted directly in relation to any proposal to manipulate surface water channels (including production of a works method statement). According to IFI’s guidelines, instream works must be carried out between July to September. • If any bridging is to be implemented, bridging structures must be fish passable and in clear span designs minimize in stream impact. Consultation with IFI will be essential in order that a fisheries-sustainable solution is determined and incorporated in the final works programme. • Utility diversions that cross watercourses should be done by directional drilling. The timing constraints do not apply to directional drilling which may take place at any time of year subject to agreement with IFI on a method statement and location of crossing points. • A comprehensive and integrated approach for achieving estuary and river protection during construction and operation should be implemented through environmental construction management planning. • Pre-construction baseline data (biotic and abiotic) is essential within the EIA process. IFI are happy to contribute any information that may be relevant to the fishery section. • Referred to recently published IFI guidelines which should also be referred to in the EIAR, “<i>Planning for Watercourses in the urban Environment</i>” and “<i>River Restoration Works - Science based Guidance centred on Hydromorphological Principles in an Era of Climate Change – 2020</i>”.
Irish Water (IW)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <p>Noted that Irish Water does not have the capacity to comment on individual projects but provided a number of general aspects of water services to be considered in the scope of EIARs where relevant:</p> <ul style="list-style-type: none"> • Where the development proposal has the potential to impact an IW Drinking Water Source(s), measures should be detailed to ensure that there will be no negative impact during construction and operational phases. • Where the development proposal includes backfilling of materials, the waste sampling strategy for the proposed development to ensure the material is inert.



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	<ul style="list-style-type: none"> Proposed mitigation measures, environmental management plan and incident response should be included. Potential impacts on nearby reservoir as public water supply should be assessed (hydrogeology and any groundwater/surface water interactions). Impacts of the development on the capacity of water services - Confirmation of Feasibility (COF). Must submit a Pre-Connection Enquiry (PCE) enquiry to IW to determine the feasibility of connection to the Irish Water network. Consider up-grading of water services that may be required in order to accommodate the development. Treatment or attenuation of discharges would be required if development discharged trade effluent, prior to discharging to an Irish Water collection network. Consider the potential impact of surface water discharges to combined sewer overflows, and potential measures to minimise/stop surface water from combined sewers. Consider physical impacts/relocation of Irish Water assets. Contact Irish Water in advance of designing the proposal of determine the location of public water service assets. Consider potential impacts on the assimilative capacity of receiving waters and identify hydrological/hydrogeological pathways between your site and receiving waters. Consider impacts to the contributing catchment of water sources, and potential to impact on capacity or quality of water abstracted by Irish Water for public supply. Where a development proposes to connect to an Irish Water network that abstracts or discharges to a protected area/sensitive site, consider whether this might impact on the integrity of the site or its conservation objectives. Mitigation measures to any of the above to ensure zero risk to any Irish Water drinking water sources (surface and ground). Consider if IW network connections with protected/sensitive areas are necessary and will the site be compromised.
<p>South Dublin County Council (SDCC)</p>	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <p>SDCC highlighted specific concerns:</p> <ul style="list-style-type: none"> Electricity Substation locations and overhead or underground routes - siting of these substations must be cognisant of the pre-existing planning proposals and must be sensitively sited not to mar important residential, community or amenity areas. Highlight that the location of the substation identified for Kishoge is a critical issue.



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	<ul style="list-style-type: none"> • Temporary Site Compound Locations • Site Working Hours • The Generation of Construction Traffic – requirement for a Traffic management plan • Construction waste – detailed management protocols for waste management during construction and encourage the sustainable disposal and reuse of materials. • The Protection of Archaeological and Architecturally Significant Sites - sufficient archaeological, heritage and architectural studies and investigations to be undertaken in areas where these features and structures exist. • EIAR - Sufficient Environmental assessment and monitoring studies to be carried out in any designated environmentally sensitive areas. SDCC will require detail on the effect on mature trees and significant hedgerows that may be affected. Consultation with our parks department is required. • Track Security and Protections against electrocution - the possible effect of these boundary works may have on existing trees and hedges and the requirement for consultation with the parks department.
Transport Infrastructure Ireland (TII)	<p>EIA Scoping Report:</p> <ul style="list-style-type: none"> • TII note that the scenario interacts with TII existing networks: M50, Luas Red and Green Lines. • TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) and take account of the following: <ul style="list-style-type: none"> ○ Where new structures may be proposed on national roads, the developer is reminded of the requirements of TII Publications DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads. ○ Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. Reference to the Authority's Traffic and Transport Assessment Guidelines (2014). • The designers should consult TII Publications to determine whether a Road Safety Audit is required. • Where works are to be carried out in close proximity to Luas infrastructure a works permit from the Luas Operator will be required under the Light Railway (Regulation of Works) Bye-laws 2004. • Noted in conducting EIAR assessment the EIAR should have regard to TII Environment Guidelines that deal with assessment and mitigation measures for environmental factors and occurrences, in particular: <ul style="list-style-type: none"> ○ TII's Publications (formerly DMRB and the Manual of Contract Documents for Road Works).

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	<ul style="list-style-type: none"> ○ TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006). ○ Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004).
Kildare County Council (KCC)	<p>EIA Scoping Report</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • There will be a projected increase in customers using the improved service that will put additional pressure on the access and parking facilities at Hazelhatch. This increase will need to be quantified in an assessment. • An Architectural Heritage Impact Assessment prepared by a suitably experienced and qualified Conservation Architect should investigate the nature and historic use of the protected structure (lime kiln at Stacumny) and assess the impact of adjoining works, including mitigation measures during design, construction and operation as appropriate.