



# Planning Report

February 2023



# Contents

<b>1.</b>	<b>Introduction</b>	<b>4</b>
1.1.	Report Context	4
1.2.	Purpose and Structure of this Report	5
<b>2.</b>	<b>Project Overview</b>	<b>7</b>
2.1.	Background	7
2.2.	DART+ Programme Objectives	9
2.3.	DART+ South West Project Objectives	10
2.4.	Development Description	10
<b>3.</b>	<b>Legislative Requirements</b>	<b>13</b>
3.2.	Compulsory Purchase Order	17
3.3.	Requirement for EIA	17
3.4.	Requirement for Appropriate Assessment	21
3.5.	Water Framework Directive Assessment	22
3.6.	Site Specific Flood Risk Assessment	22
<b>4.</b>	<b>Consultation</b>	<b>23</b>
4.1.	Introduction	23
4.2.	Pre-Application Consultation	23
4.3.	Informal EIA Scoping	25
4.4.	Public Consultation	25
<b>5.</b>	<b>Planning Policy Context</b>	<b>28</b>
5.1.	International and European Policy	29
5.2.	National Policy	32
5.3.	Regional Policy	40
5.4.	Local Policy	46
5.5.	Rail Policy	58
<b>6.</b>	<b>Conclusion</b>	<b>62</b>
<b>Appendix A.</b>	<b>List of DART+ South West Prescribed Bodies / Stakeholders</b>	<b>64</b>
<b>Appendix B.</b>	<b>Land Use Zoning Maps</b>	<b>65</b>

## Figures

Figure 2-1 DART+ South West	12
Figure 5-1 TEN-T Core Network	31
Figure 5-2 TEN-T Action: 2019-IE-TM-0127-S	32
Figure 5-3: National Strategic Outcomes of Relevance	33
Figure 5-4 Public Transport Network 2027	35
Figure 5-5: Avoid - Shift - Improve Framework	37
Figure 5-6 Dublin Metropolitan Area Strategic Plan	42
Figure 5-7: 2035 Metropolitan Heavy Rail Network	44
Figure 5-8 City Centre Integrated Transport	47
Figure 5-9 City Centre Integrated Transport	49
Figure 5-10 Proposed Land Use Strategy	50
Figure 5-11 City Edge Project Area Map	51
Figure 5-12 Indicative Masterplan Layout	52
Figure 5-13 Adamstown SDZ Scheme	54
Figure 5-14 Land Use Map	55
Figure 5-15 Clonburriss Planning Scheme Masterplan	56

## Tables

Table 3.1: Annex IV Information Required by Art. 5.1 of 2011/92/EU, as amended by 2014/52/EU 18	
Table 4.1: Overview of pre-application discussions with An Bord Pleanála	23
Table 5.1 Principles and Goals of the National Sustainable Mobility Policy	39

# 1. Introduction

## 1.1. Report Context

The Transport (Railway Infrastructure) Act 2001 (as amended) (“the 2001 Act”) provides for the making of a Railway Order (“RO”) application by Córas Iompair Éireann (“CIÉ” or “the Applicant”) to An Bord Pleanála (“the Board”). In this application CIÉ is applying to the Board for a RO, to be known as the DART+ South West project (hereafter “the proposed project” or “the proposed development”).

By virtue of section 38 of the Transport (Railway Infrastructure) Act 2001 (as amended) and the development the subject matter of a Railway Order is deemed to be exempted development and the provisions of Part IV of the Planning and Development Act 2000 (as amended) (which addresses protected structures) are disapplied where the works involved are authorised by a Railway Order.

The RO application is made under section 37 of the 2001 Act and a number of legislative amendments and substitutions have been made to the process by the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743 of 2021).

Among the matters which the Board is required consider when an application is made for an RO Railway Order, in this case for DART+ South West, are the matters referred to in section 143 of the Planning and Development Act 2000 (as amended) by virtue of section 43(1)(h) of the 2001 Act.

Accordingly, the Board, in the performance of its functions is required to have regard *inter alia* to (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.

The purpose of this Planning Report is to assist the Board in its assessment of the RO Application relating to planning policy. The Planning Report is not a legislative requirement but is a supporting document of the RO application. This planning report therefore addresses:

- 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
- The National Planning Framework and any regional spatial and economic strategy for the time being in force.

By way of summary and before examining these matters in more detail, Project Ireland 2040 (Building Ireland’s Future) presents the overarching policy initiative to make Ireland a better country for all. Project Ireland 2040 is made up of the National Planning Framework and the National Development Plan.

By 2040 it is expected that an additional 1 million people will live in Ireland, with an additional 667,000 people working. This will place a huge increase in demand for travelling to work, education and services. Whilst the National Planning Framework sets out the sustainable spatial development strategy for Ireland, it is the National Development Plan sets out the infrastructural investment programme to support implementation of this spatial strategy.

The National Development Plan involves investment of approximately €116 billion in infrastructure to support the ten national strategic outcomes (NSOs) of Project Ireland 2040. The DART+ Programme is a cornerstone infrastructural investment that enables a number of the Strategic Outcomes, namely:

- Enabling compact growth along public transport corridors (NSO 1);
- Proving sustainable mobility (NSO 4); and
- Facilitating a transition to a low carbon and climate resilient society (NSO 8).

The National Development Plan commits Exchequer funding to public investment projects that have sufficiently matured through the planning and technical evaluation process.

The National Development Plan states that the DART+ Programme is the cornerstone of rail investment with the lifetime of Project Ireland 2040 and represents the single biggest investment in the Iarnród Éireann network.

The National Development Plan describes the DART+ Programme based on a number of discrete infrastructure delivery projects. These discrete projects are:

- DART+ BEMU Charging Infrastructure
- DART+ West
- DART+ South West
- DART+ Coastal North
- DART+ Coastal South

The Government, in December 2021, approved the Preliminary Business Case (PBC) for the DART+ Programme. The PBC was constructed on the principle of the discreet individual project descriptions. The PBC approval authorised the award a fleet procurement contract for new electric and battery/electric trains.

The National Development Plan acknowledges the long-term planning necessary to give effect to Project Ireland objectives. Long term funding is allocated to deliver on these requirements and a disaggregated capital profile is determined in accordance with the Department of Transport requirements.

The Transport Strategy and the National Development Plan are fully aligned. The National Transport Authority has prepared the Transport Strategy for the Greater Dublin Area 2016-2035 (adopted as policy by Government) and a new draft Transport Strategy for the Greater Dublin Area 2022-2042.

These strategy documents also describe the DART+ Programme based on discrete infrastructural delivery projects, which can be delivered sequentially to deliver incremental capacity improvements and ultimately delivering the necessary longer-term capacity necessary across the network. The Strategy also acknowledges that the current DART+ Programme may be further expanded to meet further growth requirements.

## 1.2. Purpose and Structure of this Report

The purpose of this Planning Report is to present the planning issues associated with the proposed development and to assist the Board in determining whether the proposed development is in accordance with the principles of proper planning and sustainable development, and accordingly whether statutory consent should be granted for the proposed development.

The structure of this Planning Report is as follows:

- **Chapter 1: Introduction**
- **Chapter 2: Project Overview**
- **Chapter 3: Legislative Requirements**
- **Chapter 4: Consultation**
- **Chapter 5: Planning Policy Context**
- **Chapter 6: Conclusion**



This Planning Report provides a reference to where further detail on planning policy matters and a reference to where additional information may be found within the RO package.

The content of this report is derived from the RO documents including the EIAR, plans, sections and elevations prepared in accordance with the Statutory Regulations and relevant planning policy documents. When granted, a RO confers powers on CIÉ to allow for the acquisition of land and other rights in relation to land to facilitate the construction, maintenance, improvement and operation of the railway. These matters are addressed during the design and environmental assessment process. The lands are identified in the RO Property Drawings and Schedules and are assessed in the EIAR that accompanies the RO application and are not duplicated in this Planning Report.

## 2. Project Overview

### 2.1. Background

As mentioned briefly earlier, the need for improvements and modernisation of the rail network has long been identified. The DART+ Programme, and more specifically the DART+ South West Project, is a continuation of improvements that commenced from 2000 onwards. The underlying rationale was that the integration of land-use and transportation can help reduce the need to travel and facilitate sustainable urban development. These objectives have consistently featured in strategic investment and land use plans published over the last 20 years; as have the specific improvements required to deliver these objectives, including the improvements needed on the Cork Mainline<sup>1</sup>.

In the *National Development Plan 2000 – 2006* and the *Strategic Planning Guidelines for the Greater Dublin Area* (1999) investment in the rail network was identified as a key requirement to provide a better service for the working and resident population of the Greater Dublin Area (GDA); both plans also promoted the concept of maximising existing transportation corridors along which future development of the GDA would occur.

In 2000, Iarnród Éireann and CIÉ published the *Dublin Suburban Rail Strategic (DSRS) Review*, which provided the genesis for the DART Expansion Programme (subsequently renamed the DART+ Programme). Of relevance to DART+ South West Project, there has been a long-standing rail industry recognition that operating a mixed railway (where commuter services, inter-city long distance services, and urban transit and freight services operate on the same tracks) severely compromises performance and capacity. Given the number of inter-city and commuter services using this section of the Cork Mainline, the proposal to build two extra sets of railway tracks in order to separate Intercity / regional and suburban railway services and eliminate the existing capacity constraint, has been identified as a pre-requisite to improve capacity along the line.

This DSRS Review noted that, in order to maximize the use of the existing network, capacity improvements on the Cork Mainline were required (again focusing on the need for additional tracks to separate Intercity and suburban railway services). The Report recommended amongst other things:

- “Four tracking of the Kildare line should start with the Cherry Orchard-Hazelhatch section to permit up to 6 trains per hour (tph) Heuston-Hazelhatch or 4tph to Sallins and 2tph Kildare, if suitable terminal facilities are provided.”
- “Electrification of the suburban lines from Maynooth and Sallins/Kildare.”

The DSRS Review also recommended the electrification of lines. The Review further identified that the development of an underground interconnector linking Spencer Dock and the City Centre would provide for cross-city rail services and would widen the city centre rail catchment. The development of such a tunnel would also provide capacity for more intensive development along the Cork Mainline. It was from this document that the DART Underground Programme was devised (i.e., underground rail interconnector and electrification of the radial lines).

In 2001, *A Platform for Change - An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016* (published by the Dublin Transportation Office) reiterated the key objectives of investing in rail and maximising the use of existing rail lines and reiterated the underlying requirements for the DART+ Programme. Those of relevance to DART+ South West Project, were:

---

<sup>1</sup> The DART+ South West Project includes part of the existing Cork Mainline between Hazelhatch & Celbridge Station and Heuston Station. This part of the Cork Mainline is often referred to in policy documents and publications as the ‘Kildare Line’.

- Four tracking from Cherry Orchard to Sallins;
- An east-west city centre tunnel; and
- Electrification of the Cork Mainline to the city centre.

In 2003, the Department of Transport commissioned a report to evaluate the long-term rail requirements from a national perspective in light of the emerging spatial planning and regional development trends and policies. This was presented in the *Strategic Rail Review (2003)*. This report was cognisant of the recommendations of the DTO's *A Platform for Change* but considered more detailed analysis to take account of the localised development potential that would result in increased passenger demand (i.e. greater than assumed in *A Platform for Change*). The *Strategic Rail Review (2003)* acknowledged that the more detailed analysis could affect the timing of elements of the investment strategy.

The recommendation of the Strategic Rail Review (Section 4.5.4) was to develop the Dublin Suburban Routes in four phases, including as Phase 3: “*Widening of the rail corridors between Dublin Connolly and Howth Junction and between Dublin Heuston and Hazelhatch on the Kildare route from two to four track, enabling separation of stopping DART services from fast intercity and commuter train services.*” The investment strategy recommended included:

- Progressing construction of a new turnback facility at Newbridge.
- The lengthening of platforms at Sallins and Hazelhatch.
- Secure a RO and proceed to construction of the four tracking on the Kildare Line to separate Intercity and commuter traffic.

Since 2001, these objectives and requirements have remained constant including establishing Hazelhatch & Celbridge as the termination point for four tracking; however, having regard to interdependencies between some elements, they have had to be brought forward as different projects or phases at different times.

An early project (one of the investment strategy recommendations of the *Strategic Review 2003*) involved delivering platform lengthening at Hazelhatch & Celbridge Station and Sallins & Naas Station to accommodate longer trains in 2003.

However, addressing the existing constraints of the Cork Mainline was the priority; and the four-tracking of the line, between Park West & Cherry Orchard Station and Hazelhatch & Celbridge Station, was brought forward as the Kildare Route Project in 2006. At the time, it was not possible to include the four-tracking further into the city as part of the project because the design alignment of DART Underground and its interface with the Cork Mainline around Heuston and Inchicore had not been finalised.

The delivery of the Kildare Route Project in 2009 laid down significant groundwork for the DART+ South West Project, providing four-tracking for 11km and reconstructing several bridges to provide the necessary lateral clearance and vertical clearance for future electrification.

In 2009, with the DART Underground alignment finalised, the second phase of the Kildare Route Project was progressed. This looked at continuing four-tracking from the end of Kildare Route Project at Park West & Cherry Orchard through to the end of proposed DART Underground within the IÉ Inchicore Works. With the onset of the economic recession, the Government decided to defer the DART Expansion Programme in the *Capital Expenditure Programme 2012-2016*, with a view to progressing it again when funding permitted. The progression of the RO application for Kildare Route Project Phase 2 Project was put on hold.

In 2015, the Government deferred authorisation for construction of DART Underground. In this regard, the onset of the financial crisis in 2010 and a series of capital spending reviews has affected the timing, but not the objectives or underlying requirements for the DART Expansion Programme (now the DART+ Programme).



In 2018, the *DART-Expansion-Programme-Options-Assessment* (Oct 2018) by Jacobs and Systra sought to identify a lower cost alternative to the proposed DART underground tunnel component of the DART Expansion Programme. It considered a range of ‘scheme bundles’ and recommended that the DART Expansion programme be delivered by enhancing the existing rail network in the short to medium term (Scheme Bundle 6). Of relevance to DART+ South West Project, Scheme Bundle 6 - DART Expansion with Existing Network Enhancement (No DART Underground) initially included:

- Upgrading of the Phoenix Park Tunnel Branch Line (as an alternative to the DART Underground tunnel).<sup>2</sup>
- New stations at Heuston West (Platform 10) and Cabra.
- Four tracking on the Cork Line from Park West to Heuston station.

Following optimisation, an above-ground station at Kylemore on the Cork Mainline was recommended as an alteration to Scheme Bundle 6. This in turn meant that the Heuston West (Platform 10) station was no longer required and was removed from Scheme Bundle 6.

As part of future transport policy and strategy further improvements of the Cork Mainline may be promoted, which may include full InterCity and/or Commuter electrification extensions. There is nothing being designed by DART+ South West Project that will preclude these future plans. These future projects will be subject to their own designs, technical assessment, and statutory consents.

In conclusion, the DART+ South West Project continues the railway modernisation works already significantly progressed by previous projects delivered since the early 2000s. DART+ South West Project is fully compliant with recent government transport and climate policy, most particularly the *National Development Plan 2021-2030* for completion of four-tracking from Park West to Heuston and electrification of the commuter lines from Hazelhatch to Heuston and along the Phoenix Park Tunnel Branch Line. In this context, the DART+ South West Project is an up to date upgrading the suburban railway service along this section of the Cork Mainline.

## 2.2. DART+ Programme Objectives

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 the areas of Drogheda, Maynooth, Dunboyne, 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 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.

---

<sup>2</sup> It is noted that DART Underground, for which a Railway Order was approved in 2015, remains a proposal and the tunnel alignment is protected for potential future development.

- 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.

### 2.3. DART+ South West Project Objectives

The primary objective for the DART+ South West Project focuses on the target to increase the carrying capacity on the Project route corridor between Hazelhatch to Heuston and Glasnevin from the current peak capacity of approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction.

Sub-objectives of the DART+ South West Project include:

- To deliver higher frequency, higher capacity, electrified rail service along the Project route corridor to enable the extension of the DART service to Hazelhatch & Celbridge Station.
- To deliver solutions to meet the Train Service Specification.
- To separate Intercity and fast regional services from the future DART service by providing additional tracks between Park West & Cherry Orchard Station and Heuston Station.
- To tie-in the Cork Mainline with the wider DART+ Programme using the recently opened rail link and existing connector tunnel through the Phoenix Park.
- To identify sustainable cost-effective solutions from a capital, operations, and maintenance perspective.
- To minimise adverse impacts on the natural and built environment during construction, operation and maintenance.
- To minimise impacts on existing rail services, road users and landowners during construction.
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works.
- To deliver an improved customer experience and service for customers along the Project route corridors.

The delivery of DART+ South West Project and the enhancement of the heavy rail network between Hazelhatch & Celbridge Station and Dublin City Centre will clearly assist in meeting the DART+ Programme objectives to create a full metropolitan DART network with all lines linked and connected, and with frequency and capacity of services significantly enhanced.

### 2.4. Development Description

The operating capacity of services in the Heuston area is currently constrained by railway infrastructure limitations and the ability of Heuston Station to accommodate terminating trains. DART+ South West Project aims to improve train services by increasing train fleet and operating capacity on the route from Hazelhatch & Celbridge Station to Heuston Station, as well as the route through the Phoenix Park Tunnel Branch Line which will connect (via the DART + West Project) to the Dublin Docklands area. This will be achieved by implementing an electrified railway network to accommodate higher capacity DART trains, increasing the frequency of trains, four tracking between Park West & Cherry Orchard station and Heuston station, and providing a new station at Heuston West.

DART+ South West Project will significantly increase train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction (i.e. maintain the existing 12 services, with an additional 11 train

services introduced by DART+ South West Project - four will finish service at Heuston and seven will follow the Phoenix Park Tunnel Branch Line towards the Docklands area). This will increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction.

The electrification of the rail line will predominantly follow the existing railway corridor. The principal project components are as follows:

- Diversions for utilities located along the route as part of the enabling works for the project.
- Construction of overhead line equipment (OHLE) from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin Junction, via the Phoenix Park Tunnel Branch Line.
- Signalling upgrades and additional signalling infrastructure.
- Telecommunications infrastructure including buildings.
- Works to the Permanent Way (or track or railway corridor) including all ancillary installations such as rails, sleepers, ballast interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works.
- Construction of a new portal structure at the South Circular Road Junction.
- Works to Phoenix Park Tunnel including horizontal and vertical realignment to ensure that electrical and passing clearances are achieved.
- Construction of six electrical substations at intervals along the rail line to provide power to the network.
- Undertaking improvements/reconstructions of bridges to achieve vertical and horizontal clearances.
- Construction of new retaining walls to enable widening of the rail corridor and replacement bridges.
- Overhead electrified line protection works at bridges and existing stations including raising parapets.
- Construction and delivery of a new 'Heuston West' Station.
- Provision of construction compounds to support the construction works.

The design is compatible with the possible future provision of stations at Kylemore and Cabra, although the design and construction of these stations is not part of the DART+ South West Project.

Works outside of Córas Iompair Éireann lands will be required at a number of locations for some of the scheme elements such as:

- Widening of the railway corridor for four-tracking between Park West & Cherry Orchard Station and Heuston Station;
- Bridge reconstruction and/or improvements;
- Construction of substations (to facilitate the provision of power to the line); and
- Use of land for temporary construction/storage compounds and all ancillary works required for the project.

A complete development description is set out in **Schedule 1** of the RO package and illustrated in the **Works Drawings** (Works Layout Plan Nos. WP001 – WP017).

The DART+ South West Project supports the overall DART+ Programme objectives. It represents the second of the infrastructural projects of the DART+ Programme to be delivered (the first will be the DART+ West Project, for which a Railway Order application was made in July 2022).

**Figure 2-1** provides a schematic layout of the proposed DART+ South West Project.

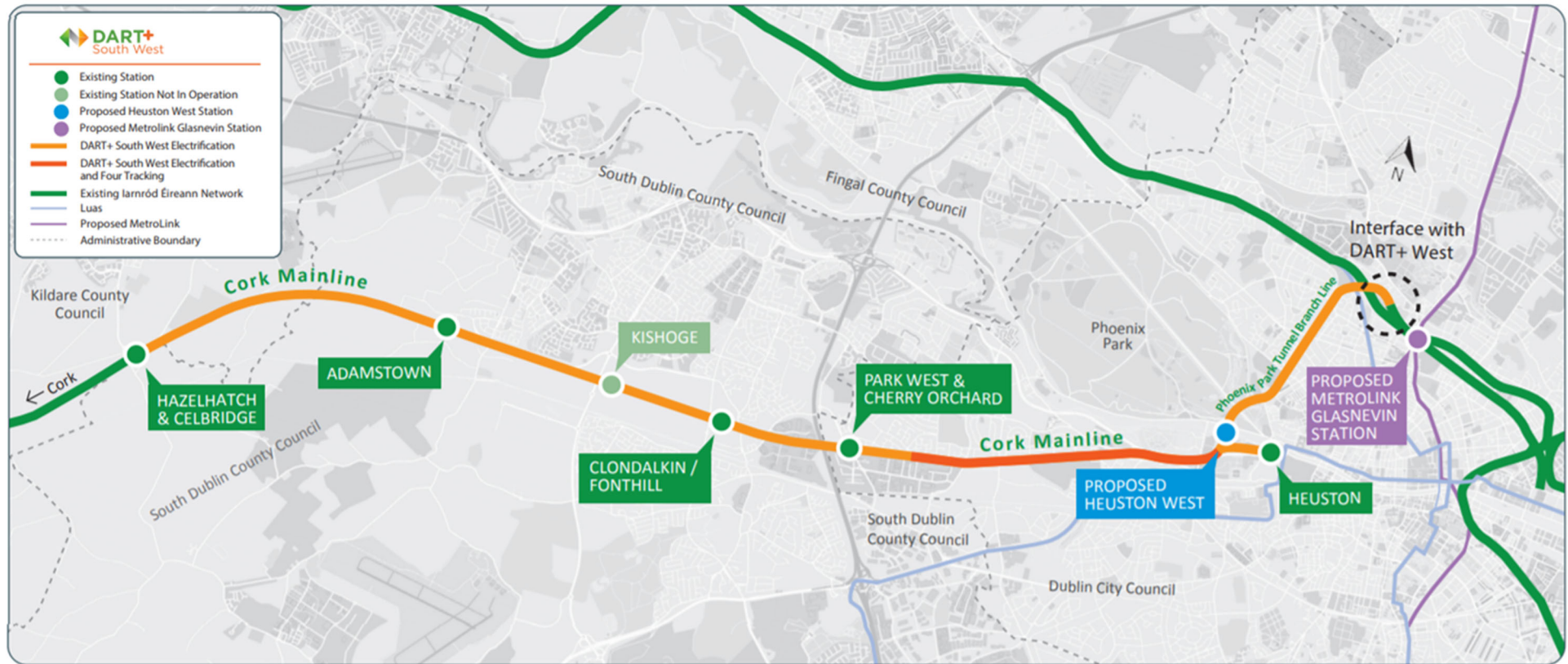


Figure 2-1 DART+ South West

## 3. Legislative Requirements

### 3.1. Overview

The 2001 Act provides for the making of an RO application by CIÉ to the Board.

There have been amendments to the 2001 since it was first enacted. Most recently, for example, the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I.No. 743 of 2021) gives further effect to the transposition of the EIA Directive (EU Directive 2011/92/EU as amended by Directive 2014/52/EU) on the assessment of the effects of certain public private projects on the environment by amending the Transport (Railway Infrastructure) Act 2001 ('the 2001 Act').

An examination, analysis and evaluation is carried out by the Board in order to identify, describe and assess, in the light of each individual case, the direct and indirect significant effects of the proposed railway works, including significant effects derived from the vulnerability of the activity to risks of major accidents and disasters relevant to it, on: population and human health; biodiversity, with particular attention to species and habitats protected under the Habitats and Birds Directives; land, soil, water, air and climate; material assets, cultural heritage and the landscape, and the interaction between the above factors. In carrying out an EIA in respect of an application made under section 37 of the 2001 Act, the Board is required, where appropriate, to co-ordinate the assessment with any assessment under the Habitats Directive or the Birds Directive.

As mentioned, this is a reference to Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, better known as "The Habitats Directive", and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, better known as "The Birds Directive", provides legal protection for habitats and species of European importance. Ireland has given effect to the Habitats and Birds Directives through Part XAB of the Planning and Development Act 2000 (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011) as amended.

An application for an RO is categorised as a Strategic Infrastructure Development (SID) and CIÉ applies directly to An Bord Pleanála (the Board) for permission. Railway works and the procedure for obtaining a RO is governed by the *Transport (Railway Infrastructure) Act 2001*, (as amended by Part 4 of the *Planning and Development (Strategic Infrastructure) Act 2006*) and as amended by the S.I. 743 of 2021. The regulatory framework for Railway Orders is set out in Part 3 (Railway Orders) of the 2001 Act.

Following two phases of public consultation, the RO application is prepared and submitted to the Board. Any person or body may make a submission or observation in writing to the Board in relation to the application and / or the EIAR. The RO application includes a number of technical documents and project drawings and an EIAR. All of these documents and drawings together with any feedback/submissions received from the public as part of the statutory public consultation process will be reviewed and considered by the Board before a decision on the application is made. The Board may conduct an Oral Hearing before they make a decision. At an Oral Hearing the authors of relevant reports and experts will comment on the submissions received and will be available for questioning.

### 3.2. Procedural Matters and Statutory Consultation of RO Application

In 2006, the Board assumed the role of the Minister for Transport where the granting of ROs is concerned. Subsequently, section 49 of the *Planning and Development (Strategic Infrastructure) Act 2006* amended the 2001 Act, *inter alia*, by substituting new sections 37 to 47A for sections 37 to 47. These new sections were primarily intended to transfer responsibility for the approval of a RO from the Minister for Transport to the Board and to make certain related amendments. Further amendments were effected by S.I. No. 743 of 2021.

In general the Board has the power to *inter alia*:

- Receive an application for a Railway Order;
- Assess the application;
- Hold an Oral Hearing;
- Consider a range of matters before deciding whether to grant the order to which the application relates (section 43 of the 2001 Act as substituted and amended by S.I. 743 of 2021).
- After considering these matters, if the Board is of opinion that the application should be granted, it shall make an order authorising the construction of the works applied for, including improvement and the operation of the railway subject to such conditions, modifications, restrictions and requirements (and on such other terms) as the Board thinks proper and specifies in the order.

Section 43(2A) of the 2001 Act (as amended and substituted by the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I.No. 743 of 2021)) provides that an RO shall *inter alia* include (a) the reasoned conclusion referred to in section 42B of the 2001 Act, (b) any environmental conditions, including conditions regarding monitoring measures, parameters to be monitored and the duration of monitoring, to which the authorisation is subject, and (c) a description of any features of the proposed railway works, or any measures envisaged, to avoid, prevent or reduce, or offset significant adverse effects on the environment.

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

The 2001 Act sets out a bespoke process covering all aspects of consultation and notification requirements in relation to the application, consideration, assessment and decision-making for a proposed RO and if granted, for the construction, maintenance, improvement and operation of a railway and railway works, including powers of compulsory acquisition.

### 3.3. Requirements of Section 37 of the Act

Section 37 of the 2001 Act provides, *inter alia*, that a RO application is made in writing and accompanied by prescribed documentation. The application is required to be accompanied by an electronic version of each of the documents referred to in section 37(3) of the 2001 Act including the application itself.

Generally, the following documents are *inter alia* submitted as part of an application for a RO:

- Completed SID Application form
- A draft of the proposed Railway Order
- A plan of the proposed railway works
- A book of reference to a plan describing the works which indicates the identity of the owners and of the occupiers of the lands described in the Plan
- A statement of the likely effects on the environment of the proposed railway works (the EIAR); and
- An Appropriate Assessment Screening Report and, if applicable, Natura Impact Statement.

Further, in accordance with the 2001 Act (as amended by S.I. No. 743/2021) “Environmental Impact Assessment” is defined in relation to the proposed railway works as meaning a process:

(a) consisting of –

- (i) the preparation of an environmental impact assessment report by the applicant in accordance with section 39,
- (ii) the carrying out of consultation required by or under this Part,
- (iii) the examination by the Board of -
  - (I) the information presented in the environmental impact assessment report,
  - (II) any further information provided applicant under section 41, and, where applicable, section 47D and
  - (III) any relevant information received through consultation under section 40, section 41 and, where applicable, section 47D
- (iv) the reaching of a reasoned conclusion by the Board in accordance with section 42B on the significant effects of the proposed railway works on the environment, taking into account the results of the examination referred to in subparagraph (iii) and, where appropriate, its own supplementary examination, and
- (v) the integration by the Board of its reasoned conclusion into its decision under section 43

and

- (b) including an examination, analysis and evaluation by the Board under sections 42B and 43 in order to identify, describe and assess, in the light of each individual case, the direct and indirect significant effects derived from the vulnerability of the activity to risks of major accidents and disasters relevant to it, on –
  - (i) population and human health,
  - (ii) biodiversity, with particular attention to species and habitats protected under Council Directive 92/43/EEC of 21 May 1992 and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009,
  - (iii) land, soil, water, air and climate,
  - (iv) material assets, cultural heritage and the landscape, and
  - (v) the interaction between the factors mentioned in subparagraphs (i) to (iv);

### 3.3.1. Process Under Section 40 of the Act

Before an application is made for a Railway Order, section 40 of the 2001 Act as amended by S.I. No. 743/2021 provides inter alia for the notification (including publishing in newspapers), depositing, serving (including on owners and occupiers) and making available for purchase (on payment of a fee not exceeding the reasonable cost of making copies or extracts) a copy of the draft RO and accompanying documentation and that same are available to be viewed electronically and at the places appointed by the Board under section 40(1)(a) of the 2001 Act (as amended and substituted).

The European Communities (Public Participation) Regulations 2010 (SI 352/2010) amended section 40(1)(b) of the 2001 Act by providing for the insertion after s.40(1)(b)(v) of a requirement stating that a person may question the validity of a decision of the Board by way of an application for judicial review, under Order 84 of the Rules of the Superior Courts ( S.I. No. 15 of 1986 ) and identifying where practical information on the review mechanism can be found.

### 3.3.2. Decision

Section 42B of the 2001 Act provides for a “reasoned conclusion.”

Whenever an application is made under section 37 of the 2001 Act and before deciding whether or not to grant an RO, the Board must take into account the following matters:

- The Environmental Impact Assessment Report submitted under S.37 and any revised Environmental Impact Assessment Report submitted under S.47 D;
- i. Any additional information furnished to the Board under S.41 and where applicable any information submitted on foot of a notice under S.47 D (4);
  - ii. Any submissions or observations made in relation to the likely significant effects on the environment of the activity to which the application relates duly made to it under:
    1. Section 40(3) or 41(4) and not withdrawn;
    2. By an authority referred to in S.40(1)(c) or (e);
    3. On foot of a request under S.47 D(1) or a notice under S.47 D(6).
- (b) consider any other evidence it has obtained under this Part in relation to the likely significant effects on the environment of the activity to which the application relates, and
- (c) taking into account the results of the examination referred to in paragraphs A and B reach a reasonable conclusion on the significant effects on the environment of the activity to which the application relates

Therefore, prior to the Board making this decision it has to take into account its “reasoned conclusion” under S.42 B and conclude that its “reasoned conclusion” is up to date and remains up to date. In those circumstances the Board can, if it is of the opinion that the application should be granted, make an order authorising C.I.E. to construct, maintain, improve and operate the railway works specified in the order in such manner and subject to such conditions (including conditions regarding monitoring measures, parameters to be monitored and the duration of monitoring, modifications, restrictions and requirements) and such other terms as the Board thinks proper and specifies in the Railway Order.

The “reasoned conclusion” is then integrated by the Board into its decision under S.43 of the 2001 Act.

S.I. 743/2021 also amends the 2001 Act as follows:

Section 43A defines “environmental condition” as “An environmental condition in relation to a Railway Order means any condition, modification, restriction or requirement to which a Railway Order is subject that relates to:-

- (a) features of the railway works or measures envisaged to avoid, prevent, reduce or offset significant adverse effects on the environment, or
- (b) the monitoring of significant adverse effects on the environment, (including conditions regarding monitoring measures, parameters to be monitored and the duration of monitoring)”.

Section 43B of the deals with a duty to notify and comply with modification and conditions of the Railway Order approval.

Section 43C provides that the Minister for Transport shall take all reasonable steps to ensure that a railway undertaking complies with “environmental conditions.”

Section 43D gives the Minister for Transport power to request information regarding compliance with a modification or condition.

Section 43E gives the Minister for Transport power to carry out an assessment of the railway undertakings compliance with an “environmental condition”.

Section 43F provides the Minister for Transport with the power to direct action to ensure compliance with “environmental condition”.



## 3.4. Compulsory Purchase Order

When granted, a RO confers powers on CIÉ to allow for the acquisition of land and other rights in relation to land to facilitate the construction, maintenance, improvement and operation of the railway. For example, section 45(1) of the 2001 Act *inter alia* states:

*“Upon the commencement of a railway order, the Agency or CIÉ shall thereupon be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the order and, for that purpose, the railway order shall have effect as if it were a compulsory purchase order...”*

In accordance with section 37(2)(d) of the 2001 Act, a book of reference has been prepared (indicating the identity of the owners and of the occupiers of the lands described in the plan). The EIAR has also assessed the proposed railway works set out in the book of reference. The Planning Report does not duplicate these assessments. All reasonable efforts have been made to engage with all affected property owners throughout the design and EIAR process. Where engagement has been forthcoming, this has informed the design and the consultation aspect of the EIAR preparation process is documented as appropriate in the EIAR.

## 3.5. Requirement for EIA

In accordance with Section 39 of the 2001 Act, the Environmental Impact Assessment Report (“EIAR”) for this Railway Order Application *inter alia* contains:- (i) a description of the proposed railway works comprising information on the site, design, size and other relevant features of the proposed works;(ii) a description of the likely significant effects of the proposed railway works on the environment;(iii) the data required to identify and assess the main effects which the proposed railway works are likely to have on the environment;(iv) a description of any features of the proposed railway works, and of any measures envisaged to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;(v) a description of the reasonable alternatives studied by CIÉ which are relevant to the proposed railway works and their specific characteristics and an indication of the main reasons for the option chosen, taking into account the effects of the railway works on the environment; and (vi) a summary in non-tactical language of the above information.

The EIAR takes into account the available results of other relevant assessments under European Union or national legislation with a view to avoiding duplication of assessments. The assessments contained in the EIAR have also been co-ordinated with the assessment under Council Directive 92/43/EEC of 21<sup>st</sup> May 1997 (The Habitats Directive) and Directive 2009/147/EC of the European Parliament and of the Council of 30<sup>th</sup> November 2009 (Birds Directive) as transposed in the Planning and Development Act 2000 (as amended) and the NIS which has been prepared for this Railway Order application.

The EIAR, in addition to addressing the matters set out in section 39(1) of the Transport (Railway Infrastructure) Act 2001 (as amended), contains information specified in Annex IV to the EIA Directive relevant to the specific characteristics of a particular railway works and type of railway works proposed and to the environmental features likely to be affected.

Section 42B of the 2001 Act includes provisions in relation a “reasoned conclusion.” Accordingly, whenever an application is made under section 37, before deciding whether or not to grant a Railway Order An Bord Pleanála must take into account *inter alia* the following matters:

- The Environmental Impact Assessment Report submitted under S.37 and any revised Environmental Impact Assessment Report submitted under S.47 D;
- Any additional information furnished to the Board under S.41 and where applicable any information submitted on foot of a notice under S.47 D (4);

- Any submissions or observations made in relation to the likely significant effects on the environment of the activity to which the application relates duly made to it under: section 40(3) or 41(4) and not withdrawn; by an authority referred to in S.40(1)(c) or (e); on foot of a request under S.47 D(1) or a notice under S.47 D(6);
- Consider any other evidence it has obtained under this Part in relation to the likely significant effects on the environment of the activity to which the application relates, and
- Taking into account the results of the examination of matters referred to above and reach a reasonable conclusion on the significant effects on the environment of the activity to which the application relates.”

Prior to the Board making its decision it takes into account its “reasoned conclusion” under S.42B and concludes that it is up to date and remains up to date. The Board can, if it is of the opinion that the application should be granted, make an order authorising Córas Iompair Éireann to construct, maintain, improve and operate the railway works specified in the Railway Order in such manner and subject to such conditions (including environmental conditions and conditions regarding monitoring measures, parameters to be monitored and the duration of monitoring, modifications, restrictions and requirements) and such other terms as the Board thinks proper and specifies in the Railway Order. Accordingly, section 43 of the 2001 Act has been amended to reflect the changes brought about by Statutory Instrument Number 743 of 2021.

The EIAR has been prepared in accordance with requirements of 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<sup>3</sup> and includes the information set out in section 39 of the 2001 Act and has had regard to relevant guidelines and guidance documents as set out in paragraph 1.5.1. Article 5 and Annex IV to the EIA Directive 2014/52/EU sets out the information to be contained in an EIAR. The information provided in the EIAR meets these requirements. Table 3.1 below includes the chapter reference where each of the information requirements is addressed in this EIAR.

**Table 3.1: Annex IV Information Required by Art. 5.1 of 2011/92/EU, as amended by 2014/52/EU**

Information for the EIAR as per Article 5(1)	Chapter in this EIAR
1. Description of the project, including in particular: <ul style="list-style-type: none"> <li>(a) A description of the location of the project;</li> <li>(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;</li> <li>(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;</li> <li>(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.</li> </ul>	Chapter 4 and Chapter 5
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	Chapter 3 (and Technical Appendices)

<sup>3</sup> The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) *inter alia* transposed the Directive.

Information for the EIAR as per Article 5(1)	Chapter in this EIAR
<p>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.</p>	
<p>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.</p>	Chapters 6 - 24
<p>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.</p>	Chapters 6 – 24
<p>5. A description of the likely significant effects of the project on the environment resulting from, <i>inter alia</i>:</p> <ul style="list-style-type: none"> <li>(a) The construction and existence of the project, including, where relevant, demolition works;</li> <li>(b) The use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</li> <li>(c) The emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</li> <li>(d) The risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</li> <li>(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;</li> <li>(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;</li> <li>(g) The technologies and the substances used.</li> </ul> <p>The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.</p>	Chapters 6 – 25
<p>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	Chapters 6 – 26
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</p>	Chapters 6–26, and Chapter 27 (Schedule of Environmental Commitments)

Information for the EIAR as per Article 5(1)	Chapter in this EIAR
8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Chapter 24
9. A non-technical summary of the information provided under points 1 to 8.	Volume 1: Non-technical Summary
10. A reference list detailing the sources used for the descriptions and assessments included in the report.	Volume 2: All chapters

### 3.5.1. EIA Process

In accordance with the 2001 Act (as amended by S.I. No. 743/2021), “Environmental Impact Assessment” is defined in relation to the proposed railway works as meaning a process –

(a) consisting of –

- (vi) the preparation of an environmental impact assessment report by the applicant in accordance with section 39 of the 2001 Act
- (vii) the carrying out of consultation required by or under this Part,
- (viii) the examination by the Board of -
  - (I) the information presented in the environmental impact assessment report,
  - (II) any further information provided applicant under section 41, and, where applicable, section 47D and
  - (III) any relevant information received through consultation under section 40, section 41 and, where applicable, section 47D
- (ix) the reaching of a reasoned conclusion by the Board in accordance with section 42B on the significant effects of the proposed railway works on the environment, taking into account the results of the examination referred to in subparagraph (iii) and, where appropriate, its own supplementary examination, and
- (x) the integration by the Board of its reasoned conclusion into its decision under section 43

and

- (c) including an examination, analysis and evaluation by the Board under sections 42B and 43 in order to identify, describe and assess, in the light of each individual case, the direct and indirect significant effects derived from the vulnerability of the activity to risks of major accidents and disasters relevant to it, on –
  - (vi) population and human health,
  - (vii) biodiversity, with particular attention to species and habitats protected under Council Directive 92/43/EEC of 21 May 1992 and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009,
  - (viii) land, soil, water, air and climate,
  - (ix) material assets, cultural heritage and the landscape, and
  - (x) the interaction between the factors mentioned in subparagraphs (i) to (iv);

EIA is, therefore, the process under the terms of European Directives for the assessment of the effects of development projects on the environment. An EIAR is a statement prepared by the developer, providing information on the significant effects on the environment based on current knowledge and methods of assessment. It is carried out by competent experts, with appropriate expertise to provide informed assessment on the environmental factors as required under the EIA Directive. The EIAR consists of a systematic analysis and assessment of the potential effects of a proposed development on the receiving environment.

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 development.

### 3.6. Requirement for Appropriate Assessment

The Habitats and Birds Directives (Directive 92/43/EEC and Directive 2009/147/EC) are the cornerstones of the European Union's nature conservation policy. These provisions set out various procedures and obligations in relation to nature conservation and management in EU member states in general, and habitats and species of European importance, in particular.

Articles 3 to 9 of the Habitats Directive provide the EU legislative means to protect habitats and species of interest through the establishment and conservation of an EU-wide network of sites known as Natura 2000. These Natura 2000 sites include Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Birds Directive. In addition, Irish legislation incorporates candidate SACs and proposed areas with the same level of protection as sites which have completed the formal designation process.

A key protection mechanism is the requirement to consider the possible nature conservation implications of any plan or projects on the Natura 2000 sites network before any decision is made to allow that plan or project to proceed. The Habitats Directive requires, *inter alia*, that any plan or project not directly concerned with or necessary to the management of the protected site but likely to have a significant effect thereon shall be the subject of an appropriate assessment of the implications for the site, the competent authority shall grant development consent only after having ascertained that it will not adversely affect the integrity of the site concerned.

Ireland has given effect to the Habitats and Birds Directives through Part XAB of the Planning and Development Act 2000 (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011) as amended.

### 3.7. Water Framework Directive Assessment

Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (“the Water Framework Directive” or “WFD”) requires all Member States to protect and improve water quality in all waterbodies so that they achieve good ecological status by 2015 or, at the latest, by 2027. It was given legal effect in Ireland by the European Communities (Water Policy) Regulations 2003 (S.I. No. 722 of 2003). It applies to rivers, lakes, groundwater, transitional and coastal waters. The Directive requires that management plans be prepared on a river basin basis and specifies a structured method for developing these plans.

Any works which could affect the biological, physiochemical or hydromorphological quality of a waterbody requires an assessment in line with the WFD to demonstrate how the proposed works will not lead to a degradation in status and where possible, enhance waterbody status in order to achieve the required ‘Good’ status target as set out in the directive. The likely impacts to various hydrological and hydrogeological parameters and how these affect WFD status are assessed in the EIAR, in Chapters 10 Water and Chapter 11 Hydrogeology of the EIAR.

### 3.8. Site Specific Flood Risk Assessment

A separate Site-Specific Flood Risk Assessment (SSFRA) has been undertaken and has informed the design stage and the environmental assessment contained in the EIAR. All potential sources of flooding have been considered, including fluvial, coastal, pluvial, groundwater and surface water drainage derived flooding.

The SSFRA has been prepared in accordance with *The Planning System and Flood Risk Management Guidelines for Planning Authorities* published by the Office of Public Works (OPW) and Department of Environment, Heritage and Local Government (DEHLG) in 2009. The Guidelines set out a staged approach to the assessment of flood risk with each stage carried out only as needed. The stages are listed below:

- **Stage I Flood Risk Identification** – to identify whether there may be any flooding or surface water management issues.
- **Stage II Initial Flood Risk Assessment** – to confirm sources of flooding that may affect an area or proposed development, to appraise the adequacy of existing information and to scope the extent of the risk of flooding which may involve preparing indicative flood zone maps.
- **Stage III Detailed Flood Risk Assessment** – to assess flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development or land to be zoned, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

The SSFRA is a separate supporting report to the RO application.

## 4. Consultation

### 4.1. Introduction

Consultation during the design and environmental impact assessment process is a key element as part of any project. This section of the Planning Report provides an overview of the statutory, non-statutory and public consultations that has informed the design and environmental assessments.

The main consultation stages as part of the project development included the following:

- Pre-application consultation with the Board (April 2021 – September 2022).
- Consultation on the Emerging Preferred Option - Non-statutory public consultation no. 1 ('PC1' - 12<sup>th</sup> May 2021 to 23<sup>rd</sup> June 2021).
- Non-Statutory Informal EIA Scoping Report (see section 4.3 below).
- Consultation on the Preferred Option - Non-statutory public consultation no. 2 ('PC2' - 10<sup>th</sup> November 2021 to 17<sup>th</sup> December 2021).

As well as these consultations above there has a number of meetings with relevant Local Authorities, National Parks and Wildlife Service, National Monuments Service, Waterways Ireland, Office of Public Works, National Transport Authority, landowners, private individuals, residents' associations, etc., all of which has informed the project. The main stages and bodies consulted are discussed in the sections below.

### 4.2. Pre-Application Consultation

Pre-application consultation (PAC) must be requested before an application for permission or approval is made for a Railway Order (RO) to An Bord Pleanála. 9 no. pre-application consultation meetings have been held with An Bord Pleanála in advance of the RO application being lodged. The dates of the meetings and topics discussed are outlined below.

**Table 4.1: Overview of pre-application discussions with An Bord Pleanála**

PAC No.	Date	Agenda
PAC No. 1	April 13th 2021	<ol style="list-style-type: none"> <li>1. Introduction to Iarnród Éireann</li> <li>2. DART+ Programme</li> <li>3. DART+SW Background and Need</li> <li>4. DART+SW Project Description</li> <li>5. DART+SW Programme</li> <li>6. Engagement and proposed schedule of PAC meetings</li> </ol>
PAC No. 2	May 13th 2021	<ol style="list-style-type: none"> <li>1. TSS Baseline Overview*</li> <li>2. Characteristics of route / level of intervention*</li> <li>3. Methodology for optioneering</li> <li>4. Focus on Four Tracking Area (including work to embankments* and property rights implications*)</li> <li>5. EIAR overview (including scoping)*</li> <li>6. AA overview (including NIS)*</li> </ol>

PAC No.	Date	Agenda
		<ol style="list-style-type: none"> <li>Approach Public Consultation No. 1 (PC1)</li> </ol> <p>*Addressing follow up items from previous meeting</p>
<b>PAC No. 3</b>	17th June 2021	<ol style="list-style-type: none"> <li>Focus on Hazelhatch &amp; Celbridge to Park West &amp; Cherry Orchard</li> <li>Planning Context</li> <li>Approach to EIAR</li> <li>Biodiversity* and Appropriate Assessment</li> <li>Air &amp; Climate*</li> <li>Update on PC1</li> <li>Engagement and Proposed Schedule of PAC Meeting – Update</li> </ol> <p>*Addressing follow up items from previous meeting</p>
<b>PAC No. 4</b>	5th August 2021	<ol style="list-style-type: none"> <li>Substations Approach</li> <li>OHLE</li> <li>Population</li> <li>Update on engagement and PC1</li> </ol>
<b>PAC No. 5</b>	3rd November 2021	<ol style="list-style-type: none"> <li>Minutes of Previous Meeting</li> <li>General Update since last meeting including incorporation of feedback from PC1</li> <li>Focus on East of John's Road Bridge</li> <li>Substation Options Assessment</li> <li>Construction Compounds and Approach</li> <li>Looking towards Public Consultation No. 2 (PC2)</li> </ol>
<b>PAC No. 6</b>	1st February 2022	<ol style="list-style-type: none"> <li>Minutes of Previous Meeting</li> <li>Update since Last Meeting focused on feedback from PC2 and EIAR Scoping</li> <li>Design Update</li> <li>Substation Options Assessment</li> <li>Construction Compounds and Approach</li> <li>Looking towards PC2</li> </ol>
<b>PAC No. 7</b>	1st March 2022	<ol style="list-style-type: none"> <li>Minutes of Previous Meeting</li> <li>Cultural Heritage – Archaeology</li> <li>Cultural Heritage – Architectural</li> <li>Appropriate Assessment and Biodiversity</li> <li>Stakeholder Engagement</li> </ol>
<b>PAC No. 8</b>	29 <sup>th</sup> June 2022	<ol style="list-style-type: none"> <li>Update on Design Development</li> <li>Construction Management</li> <li>EIAR and AA Progress</li> <li>Community Engagement</li> <li>Stakeholder Engagement</li> </ol>
<b>PAC No. 9</b>	9 <sup>th</sup> September 2022	<ol style="list-style-type: none"> <li>Address outstanding issues</li> <li>Format and presentation of Railway Order documentation</li> <li>Procedural matters relating to the application.</li> <li>Information relating to closure of PAC.</li> </ol>



### 4.3. Informal EIA Scoping

Scoping is a process of deciding what information should be contained in an EIAR and what methods should be used to gather and assess that information. The Scoping Report describes the nature, extent and location of the proposed project. The Scoping stage provides an opportunity to consult with statutory consultees and stakeholders about the extent of the information required to be contained within the EIAR.

All prescribed bodies were written to when the project launched in March 2021 and again at the launch of both public consultations, in May and November 2021. These letters introduced consultees to the DART+ South West Project and invited recipients to engage with the project team to ensure their interests and concerns were addressed during the design development process and to inform the Environmental Impact Assessment.

The letters were sent via email and a project leaflet, the EIA Scoping Report and details of the project website were included in the correspondence. A follow-up email was issued to prescribed bodies in December 2021, to remind them of the consultation's closing date. The list of stakeholders who were consulted throughout can be found in Appendix A to this report.

### 4.4. Public Consultation

There has been a number of non-statutory public consultation campaigns which have provided the opportunity for the public and statutory bodies to engage and provide feedback that informed the design development and ultimately the final RO proposals.

#### 4.4.1. Public Consultation No. 1: The Emerging Preferred Option

The DART + South West Project implemented a communications process which commenced on 12<sup>th</sup> May 2021 and ran for 6 weeks until its formal closure on 23<sup>rd</sup> June 2021. Public Consultation No. 1 was an opportunity for potential users of the services, those likely to be affected by its development and all members of the general public, to express their views on the project plans at an early stage in the design process.

Due to the COVID-19 restrictions in place at the time of PC1, in-person public consultation events were not possible. Seven online public webinars were held during Public Consultation No. 1. The purpose of the webinars was to answer any questions the public had on the project to assist them in writing a formal submission. During each webinar a presentation on the Emerging Preferred Option and the public consultation process was given, followed by a question-and-answer section, for attendees to raise their questions with the project team.

All submissions received either via email, post, telephone, or through the online feedback form were analysed and recorded by the project team on a dedicated consultation database. Each individual submission was analysed to identify the themes that were raised by the respondent and each submission was classified according to the themes raised. The project team received 1,003 unique submissions from stakeholders. In addition, a further 2 petitions supported by 254 stakeholders set out specific local considerations and concerns in respect of the need for a station at Cabra. While a wide variety of discussion points were raised in the submissions, a summary of the principal issues or concerns are set out in Section 4.4.3 of this Planning Report.

#### 4.4.2. Public Consultation No. 2: The Preferred Option

Public Consultation No. 2 (PC2) was an opportunity for all stakeholders, including potential users of the services, those likely to be impacted by its development and all members of the general public, to express their views on the Preferred Option at an early stage in the design process.

The consultation period commenced on 10<sup>th</sup> November 2021 and ran for five weeks until 17<sup>th</sup> December 2021 inclusive.

Due to the COVID-19 restrictions in place at the time of PC2, an in-person public consultation event was not held. Instead, a virtual consultation room containing all the information that would normally be displayed at a live event was developed and made available on the project website as part of the online public consultation experience.

As per the PC1, all submissions received either via email, post, telephone, or through the online feedback form were analysed and recorded by the project team on a dedicated consultation database. Each individual submission was analysed to identify the themes that were raised by the respondent and each submission was classified according to the themes raised.

In total, the project team received 356 unique submissions from stakeholders. In addition, a petition supported by 243 stakeholders was received which set out specific local considerations in respect of the need for a station at Kylemore and Inchicore. While a wide variety of discussion points were raised in the submissions, a summary of the principal issues or concerns are set out in Section 4.4.3 of this Planning Report.

#### 4.4.3. Summary of Main Issues Raised

**Stations** - A significant number of submissions called for additional stations to be included within the scope of the DART+ South West project.

**Operational Phase** - Respondents welcomed the increased frequency and capacity of services that will come with the DART+ South West project and made suggestions in relation to scheduling.

**Environmental Impact Assessment** - Submissions stated the need for 'sufficient environmental assessment and monitoring studies to be carried out in any designated environmentally sensitive areas'

**Project Need** - Stakeholders recognised the need for the proposed project, and welcomed the proposed frequency and capacity increases, which they highlighted would reduce overcrowding and reliability and would contribute to the development of Dublin as a 'compact city'.

**Public Realm** - Submissions made reference to the public realm surrounding the proposed railway line and stations. DCC Architects Division cited that the delivery of a high-quality public realm needs to be a central focus of the scheme, particularly around any new station entrances.

**Climate Change** - It was noted that developments such as the DART+ South West project are essential to Ireland achieving its binding climate action targets.

**Landownership** - Submissions queried the impact that the proposed works will have on their land and properties, including potential permanent or temporary damage. Submissions also questioned what legal agreements / consents would be required to include land not owned by Iarnród Éireann (such as residential), in the RO application.

**Safety** - Respondents noted that pedestrian and cyclist safety must be considered in the design of bridge junctions. Feedback also highlighted that emergency vehicle access needs to be considered by the design team.

**Communications and Public Consultation** - Submissions noted that ongoing consultation and meetings with community representatives and elected representatives is essential to ensure 'buy-in to these plans and minimise disruption to the surrounding communities.

**Bridges** - Stakeholders stated that bridges that require changes to the parapets and walls should be designed in an aesthetically pleasing fashion. Respondents also outlined that if amendable, bridges should be 'future-proofed' to handle the further expansion of cycle and pedestrian paths.

**Construction** - Submissions received outlined concerns regarding the impacts of construction and clarity was sought on the mitigations that will be put in place. In addition to the references to construction impacts and mitigations detailed below, stakeholders submitted their views on the impact of noise and vibration during construction and the impact it will have on traffic in the areas surrounding the proposed works.

**Electrification** - Submissions queried whether the electrical supply for the project would be coming from 'green' sources. Submissions on electrification welcomed the ambition to electrify the route from Hazelhatch & Celbridge to Heuston Station through to Glasnevin. However, disappointment was expressed in the lack of electrification to Sallins and Newbridge.

**Policy and Planning** - Submissions highlighted that the inclusion of additional stations within the scope of this project and the extension of the line to service Sallins / Naas and Newbridge stations would support the furtherance of the National Planning Framework and local, regional and national public transport objectives.

**Permanent Way and Four-Tracking** - Overall, stakeholders noted that they are in favour of the project as the four-tracking from Park West to Heuston Station will potentially reduce journey times. Stakeholders noted that they are happy to see there are no level crossings involved as they are often problem points, where one inconsiderate or impatient driver can have a significant negative impact on thousands of commuters in a day by damaging the level crossing.

**Survey and Site Investigations** - It was questioned in submissions whether the findings of baseline noise surveys, undertaken as part of the Environment Impact Assessment for this project, will be made publicly available.

Further detail on PC2 is provided in the **Public Consultation No. 2: Findings Report** enclosed under separate cover in the application documentation. The report details the process and records and analyses the feedback from PC2 focussed on the Preferred Option.

#### 4.4.4. Further Public Consultation Following PC2

After PC2 ended, and throughout 2022, ongoing consultation and engagement was carried out by Iarnród Éireann and the TTA consultancy team undertaking the scheme design and environmental assessment. This included additional pro-active measures to engage with landowners/occupiers who would be affected by the project. There was a particular focus on areas where permanent and temporary acquisition of land would be included in the RO application. The engagement included issuing letters and emails, inviting and encouraging property owners / occupiers to make contact to schedule a meeting with the project team, holding meetings with property owners to brief them on technical and procedural aspects of the RO application, operating a dedicated telephone line to take calls from the public, responding to enquiries and emails, and briefing local Elected Representatives. The PC 2 Addendum Report (enclosed under separate cover in the application documentation) summarises the activities carried out and the feedback from this process up until October 2022. Iarnród Éireann will continue this open and constructive approach to engagement throughout the RO application period.

## 5. Planning Policy Context

This section of the report summarises the planning policies and objectives that relate to the delivery of the proposed development.

<b>EU Level</b>
EU White Paper on Transport: Roadmap to a single European Transport Area - Towards a competitive and resource efficient transport system
European Green Deal
Trans-European Transport Network
<b>National Level</b>
Project Ireland 2040: National Planning Framework – Ireland, Our Plan 2040
National Development Plan 2021-2030
Smarter Travel - A Sustainable Transport Future 2009-2020
Climate Action and Low Carbon Development (Amendment) Act 2021
Climate Action Plan 2023
White Paper: Ireland’s Transition to a Low Carbon Energy Future 2015-2030
Planning Land Use and Transport Outlook 2040
National Investment Framework for Transport in Ireland
National Sustainable Mobility Policy
<b>Regional Level</b>
Eastern and Midland Regional Spatial and Economic strategy 2019-2031
Metropolitan Area Spatial Plan
Transport Strategy for the Greater Dublin Area 2016 – 2035
Draft Transport Strategy for the Greater Dublin Area 2022-2042
Integrated Implementation Plan 2019-2024
Greater Dublin Area Cycle Network Plan – the 2013 GDA Cycle Network Plan
2021 Draft GDA Cycle Network Plan
<b>Local Level</b>
Dublin City Development Plan 2022-2028
The City Edge Project
Heuston Masterplan
Park West- Cherry Orchard Local Area Plan 2019
South Dublin County Development Plan 2022-2028
Adamstown Strategic Development Zone 2014
Clonburris Strategic Development Zone 2019
Kildare County Development Plan 2017-2023; and Draft Kildare County Development Plan 2023-2029

## 5.1. International and European Policy

Ireland is party to both the United Nations Framework Convention on Climate Change (UNFCCC) (UNFCC 1992) and the Kyoto Protocol (UNFCC 1997). The Paris Agreement (UNFCC 2015), which entered into force in 2016, is an important milestone in terms of international climate change agreements and includes an aim of limiting global temperature increases to no more than 2°C above pre-industrial levels with efforts to limit this rise to 1.5°C. The aim is to limit global GHG emissions to 40 gigatonnes per year as soon as possible whilst acknowledging that peaking of GHG emissions will take longer for developing countries. Contributions to GHG emissions will be based on Intended Nationally Determined Contributions (INDCs) which will form the foundation for climate action post 2020. Significant progress was also made in the Paris Agreement on elevating adaptation onto the same level as action to cut and curb emissions.

The European Union (EU) is striving to achieve a climate neutral European continent by the year 2050. In order to meet the commitments under the Paris Agreement, the EU enacted 'Regulation (EU) 2018/842 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action and amending Regulation (EU) No. 525/2013' (hereafter referred to as the Regulation) (European Parliament and Council of Europe 2018). The Regulation aims to deliver, collectively by the EU in the most cost-effective manner possible, reductions in GHG emissions from the Emission Trading Scheme (ETS) and non-ETS sectors of 43% and 30%, respectively, by 2030 compared to 2005. The ETS is an EU-wide scheme which regulates the GHG emissions of larger industrial emitters including electricity generation, cement manufacturing and heavy industry. The non-ETS sector includes all domestic GHG emitters which do not fall under the ETS scheme and thus includes GHG emissions from transport, residential and commercial buildings and agriculture. Ireland's obligation under the Regulation is a 30% reduction in non-ETS GHG emissions by 2030 relative to its 2005 levels.

To achieve climate neutrality, policies such as the European Green Deal and the EU White Paper were enacted to hasten the transition to a low carbon economy. The decoupling of economic progression and heavy resource use is crucial to this green transition.

### 5.1.1. EU White Paper on Transport: Roadmap to a single European Transport Area – Towards a competitive and resource efficient transport system

In 2011, the European Commission adopted the White Paper Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system in the context of the Union's 2020 growth strategy. The vision of the White Paper spans four decades, up to 2050, but also sets earlier goals for 2020 and 2030. The Commission's vision for a competitive and sustainable transport system involves transport that uses cleaner energy, better exploitation of modern infrastructure and a reduction in its negative impact on the environment.

The White Paper defines ten goals designed to guide actions and measure progress to achieve a 60% reduction in CO<sub>2</sub> emissions and comparable reduction in oil dependency. Goals to which the DART+ Programme is aligned include:

- "1. Halve the use of 'conventionally fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO<sub>2</sub> free city logistics in major urban centres by 2030.
- 4. By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail."

In this regard, it is considered that the proposed DART+ South West Project is supported by the White Paper and will contribute to achieving its vision for sustainable and resource efficient transport systems across Europe.

### 5.1.2. European Green Deal

Climate change and environmental degradation are an existential threat to Europe and the world. To overcome these challenges, the European Green Deal will transform the EU into a modern, resource-efficient and competitive economy, ensuring:

- No net emissions of greenhouse gases by 2050;
- Economic growth decoupled from resource use; and,
- No person and no place left behind.

The European Green Deal is also the EU's lifeline out of the COVID-19 pandemic. One third of the 1.8 trillion euro investments from the Next Generation EU Recovery Plan, and the EU's seven-year budget will finance the European Green Deal.

With transport contributing around 5% to EU GDP and employing more than 10 million people in Europe, the transport system is critical to European businesses and global supply chains. At the same time, transport is not without costs to our society: greenhouse gas and pollutant emissions, noise, road crashes and congestion.

Today, transport emissions represent around 25% of the EU's total greenhouse gas emissions, and these emissions have increased over recent years. The EU has a goal of being the first climate-neutral continent by 2050, this goal requires ambitious changes in transport. A clear path is needed to achieve a 90% reduction in transport-related greenhouse gas emissions by 2050.

The European Commission adopted a set of proposals to make the EU's climate, energy, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels.

Rail is one of the most environmentally positive choices with regards to public transport. The EU's Sustainable and Smart Mobility Strategy targets transport and mobility under 3 key objectives.

- Sustainable mobility
- Smart Mobility
- Resilient Mobility

The mobility strategy will, while designing policies, consider the environmental impact of development. To achieve sustainable mobility, 3 key perspectives will be evident in EU policies enacted to achieve sustainable mobility. The first is the reduction of fossil fuel dependence, the second is making alternative choices available such as high-speed rail in this instance. The EU aims to double the traffic on high-speed rail by 2030 and to double the freight traffic on rail by 2050. The final consideration is that policy will be enacted so that the pricing of transport will reflect the environmental impact associated with the respective mode chosen.

It is considered that the proposed DART+ South West Project is supported by the European Green Deal and will contribute to achieving its targets.

### 5.1.3. Trans-European Transport Network

The Trans-European Transport Network (TEN-T) policy supports the development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The overall

objective of TEN-T is to “close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU”.

The TEN-T policy seeks to achieve the following:

- Improved use of infrastructure;
- Reduced environmental impact of transport;
- Enhanced energy efficiency; and
- Increased safety.

The ‘Core Network’ of the TEN-T policy includes the most important connections and links between key transport nodes, with nine corridors identified to streamline and facilitate the coordinated development of the Core Network by 2030 (see **Figure 5-1**).



**Figure 5-1 TEN-T Core Network**

Source: [ec.europa.eu](http://ec.europa.eu)

The North Sea-Mediterranean Corridor includes the Dublin-Cork transport corridor. DART+ South West Project is identified as an Action under the TEN-T Connecting Europe Facility Programme (CEF) which acknowledges that the “upgrading this railway line to four electrified tracks will bridge the missing link by connecting the Cork Line and the Belfast Line through two stations in Dublin (the Hazelhatch and Connolly stations)”. The Action

concerns “developing the designs for the DART+ South West from the preliminary design to the detail design phases, completing the approval process and subsequently launching the procurement for works on electrifying, re-signalling, the railway infrastructure components of stations, bridge replacements and tracking to construct the necessary infrastructure along the Kildare line in Dublin.” The percentage of EU support is 50% for the preliminary design and RO application.



Figure 5-2 TEN-T Action: 2019-IE-TM-0127-S

Source: ec.europa.eu

## 5.2. National Policy

### 5.2.1. Project Ireland 2040

Project Ireland 2040 was launched in February 2018 and comprises the *National Planning Framework* and the *National Development Plan 2021-2030*. Project Ireland 2040 is a long-term overarching strategy which aligns investment decisions with a clearly defined development strategy and National Strategic Outcomes.

### 5.2.2. National Planning Framework 2040

The *National Planning Framework* (NPF) is the primary articulation of spatial, planning and land use policy in Ireland. The framework is based on directing development to existing settlements rather than allowing the



continual expansion and sprawl of cities and towns. The framework provides each region with a set of objectives and key principles from which detailed plans are to be developed. The main goals of the NPF are expressed across 10 National Strategic Outcomes (NSOs), with more specific targets set out in National Policy Objectives (NPOs).

Of relevance to the DART+ Programme and DART+ South West Project are National Strategic Outcomes 1, 4 and 8.



**Figure 5-3: National Strategic Outcomes of Relevance**

Source: Project Ireland 2020

- **NSO 1 - Compact Growth** seeks to manage the sustainable growth of cities, towns and villages to create compact and attractive places in which people can live and work. NSO 1 seeks to achieve effective densities and consolidation of built form rather than further sprawl of urban development. In this regard, the *National Planning Framework* states that: “Combined with a focus on infill development, integrated transport and promoting regeneration and revitalisation of urban areas, pursuing a compact growth policy at national, regional and local level will secure a more sustainable future for our settlements and for our communities”.
- **NSO 4 - Sustainable Mobility** is identified as being central to enhancing competitiveness, sustaining economic progress and enabling mobility choices for citizens. Under NSO 4, the *National Planning Framework* aims to expand the range of public transport services available and to reduce congestion and emissions. The policy also commits to invest in key transport projects such as DART+ Programme, BusConnects and Metro Link. NSO 4 states:

*“In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.”*

The NPF highlights that Dublin and other major urban areas are too heavily dependent on road and private, mainly car-based, transport, resulting in our roads becoming heavily congested. In order to overcome this issue, the NPF aims to deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as MetroLink, DART+ Programme, and BusConnects in Dublin.

- **NSO 8 - Transition to a Low Carbon and Climate Resilient Society**, notes that the progressive and strategic development of new, sustainable energy systems, will support “*the conversion of the built environment into both generator/consumer of energy and the electrification of transport fleets*”. Electrification of commuter services by means of DART+ Programme will enable a transition away from diesel based commuter trains to a highly decarbonised electricity supply.

### 5.2.3. National Development Plan 2021-2030

The *National Development Plan 2021–2030* (NDP) is the most recent infrastructure investment plan adopted by the government. The NDP is aligned with the delivery of the NPF objectives and sets out the State’s investment priorities from 2021 to 2030 within the context of a changing demographic, the need for Ireland to move to a low carbon society, Brexit and the sustainable growth opportunities brought about by a growing population.

The Plan supports the delivery of *Project Ireland 2040* through public capital investment over the next ten years and guides national, regional and local planning and investment decisions in Ireland. The NDP provides government departments with greater visibility of their investment capacity over the term of the Plan. The Plan caters for an increase in population of over 1 million people by 2040 and identifies €116 billion for investment in capital projects targeted at enhancing regional development and driving economic growth. The Plan notes that the following is a strategic investment priority: “*Comprehensive integrated public transport network for Ireland’s cities connecting more people to more places (see NSO 4)*”.

The NDP identifies the DART+ Programme a cornerstone of rail investment within the lifetime of Project Ireland and represents the single biggest investment in the Irish rail network. The programme comprising a number of infrastructural projects, namely: DART+ West, DART+ South West, DART+ Coastal North to Drogheda via Balbriggan, and DART+ Coastal South. It also includes the expansion and modernisation of the rail fleet, including both battery-electric (BEMUs) and electric multiple units (EMUs). At the time of the NDP publication, a Preliminary Business Case had been submitted for analysis and approved by the Government in as required under the Public Spending Code allowing the proposed project to move into the Railway Order application process.

The NDP notes that the DART+ programme will alleviate some of the constraints on the Dublin City Centre rail network and provide for additional intercity rail services. The Plan also expands on the objectives of NSO 4 - Sustainable Mobility and outlines how increases in passenger demand are to be catered for by a sustainable public transport system significantly less reliant on vehicles. The DART+ Programme, along with BusConnects and Metrolink, is specifically included in the Plan (under NSO 4) as a major national infrastructure project for appraisal and delivery and has been allocated €2 billion Exchequer funding for the development and delivery of the programme. It is recognised that the investment in high-quality sustainable mobility will improve citizens’ quality of life, support Ireland’s transition to a low carbon society and enhance the county’s economic competitiveness.

The NDP also highlights that the improved and expanded sustainable mobility services and infrastructure can also act as an enabler of the NPF’s commitment toward compact growth of the cities, towns and villages within their existing urban footprint. Smarter Travel: A Sustainable Transport Future. The *National Development Plan 2018-2027* (which is the earlier iteration of the current NDP) outlines the scope of the DART+ Programme to include investment in new rolling stock, new infrastructure and the electrification of the Sligo line to Maynooth and M3 parkway, the Northern line to Drogheda and the Kildare line to Celbridge/Hazelhatch to create a full metropolitan area DART network with all lines linked and connected as shown in **Figure 5-4**.



## 5.2.4. Smarter Travel – A Sustainable Transport Future

The Department of Transport, Tourism and Sport's (DTTAS) *Smarter Travel - A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020* is a national policy document that sets out 5 no. key goals including:

- “(i) to reduce overall travel demand
- (ii) to maximise the efficiency of the transport network
- (iii) to reduce reliance on fossil fuels
- (iv) to reduce transport emission
- (v) to improve accessibility to transport.”

The national policy outlines targets to:

- Address unsustainable transport and travel patterns and to reduce the health and environment impacts of current trends;
- Deliver a sustainable transport system in line with climate change targets;
- Reduce work related commuting by car from a current modal share of 65% down to 45% by 2020;
- Increase commuting by alternative sustainable modes to 55% by 2020. The document outlines five key goals necessary for achieving sustainability in transport. These are:
  - Reduce overall travel demand and commuting distances travelled by car;
  - Improve economic competitiveness through maximising the efficiency of the transport network and alleviating congestion and infrastructure bottlenecks;
  - Reduce reliance on fossil fuels and thus improve the security of energy supply;
  - Minimise the negative impacts of transport on the local and global environment by reducing air pollutants and Greenhouse Gas emissions attributed to travel; and
  - Improve accessibility to transport and improve quality of life with an emphasis on people with reduced mobility and those experiencing isolation as a result of reduced accessibility.

The goals and targets of *Smarter Travel - A Sustainable Transport Future* align with and support the DART+ South West Project.

## 5.2.5. Climate Action and Low Carbon Development (Amendment) Act 2021

In July 2021, the *Climate Action and Low Carbon Development (Amendment) Act 2021* was signed into law. It provides a governance framework setting out how Ireland will transition to ‘Net Zero’ and achieve a climate neutral economy by no later than 2050.

The key features of the Act are:

- Placing on a statutory basis a 'national climate objective', which commits to pursue and achieve, the transition to a climate resilient, biodiversity-rich, environmentally sustainable, and climate-neutral economy, by no later than 2050.
- Carbon budgets including a provision for setting sectoral targets.
- Actions for each sector to be included in an annually revised Climate Action Plan.

- Strengthened role for the Climate Change Advisory Council.
- New oversight and accountability by the Oireachtas.
- Public Bodies will be obliged to perform their functions in a manner consistent with national climate plans and strategies and furthering the achievement of the national climate objective.

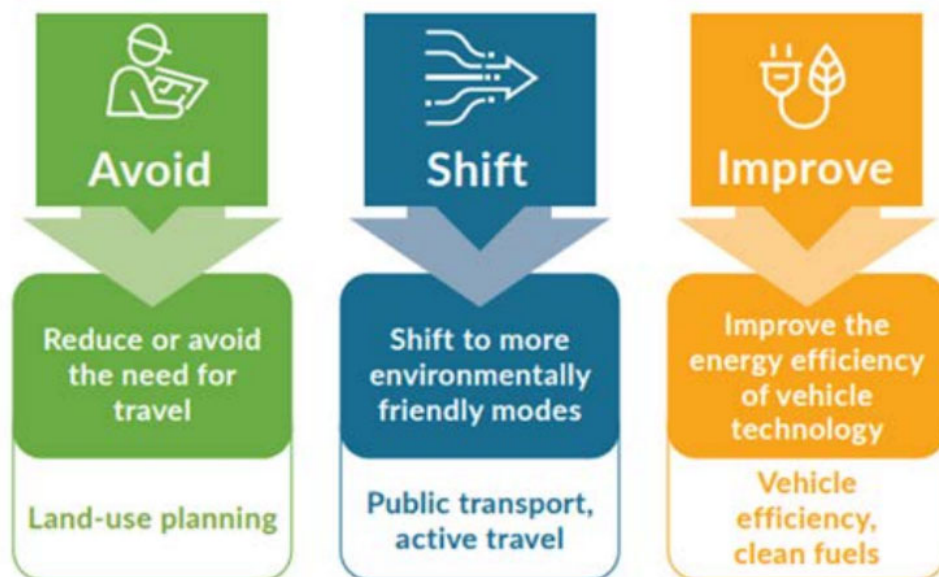
Transport is one of the key sectors in which substantial improvements are required in order for Ireland to achieve a climate neutral economy by no later than 2050. The DART+ Programme will contribute to achieving this objective.

### 5.2.6. Climate Action Plan 2023

The Climate Action Plan 2023 provides a detailed guide for taking action to achieve the Government commitment to reduce the overall greenhouse gas emissions by 51% by 2030 and sets out specific actions to achieve net-zero emissions by 2050.

The Action Plan focuses on: providing our communities with cleaner air and water; establishing a greener economy and society; and working towards adaptation and recovery from climate change. The Action Plan also seeks to reduce transportation emissions by 50% by 2030 and cutting our dependency on fossil fuels.

The Action Plan focuses on the net-zero decarbonisation pathway for transportation based on the ‘Avoid - Shift - Improve’ framework (see **Figure 5-5**).



**Figure 5-5: Avoid - Shift - Improve Framework**

The Action Plan notes that “key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area’s DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems”.

Action TR/23/37 seeks to promote and support the advancement of the DART + Programme to help decrease emissions. In this regard, the proposed DART+ South West Project is fully supported by the Climate Action Plan and will contribute to achieving its goals and targets.

### 5.2.7. White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030

This White Paper provides a framework for transforming Ireland's fossil fuel-based energy sector into a clean, low carbon system by 2050. The White Paper comprises of an energy policy update and provides the framework to guide the national policy. The Paper considers European and International climate change objectives and agreements.

The actions that support the proposed Project are:

- "Support initiatives to improve the energy efficiency of the rail network" (pg. 66).
- "Support further rail electrification" (pg.67).

### 5.2.8. Planning Land Use and Transport Outlook 2040

Following the publication of Project Ireland 2040, DTTAS commenced the *Planning Land Use and Transport Outlook 2040* (PLUTO) initiative to update the SIFLT to ensure the alignment of planning regarding land use and transport projects across government departments and agencies. The review to date has identified several priorities to be incorporated into the planning framework going forward. Within PLUTO there is continued focus on the need to address climate change through the delivery of reduced emissions for transport networks supported by technological initiatives.

PLUTO has established priorities for transport projects up to 2040 which include:

- A land transport network which delivers a high level of service for the population of Ireland;
- Enabling the delivery of the National Planning Framework (NPF) objectives regarding where people live and work;
- Maximising the sector's contribution to Ireland's economic competitiveness; and,
- Realising a low carbon sustainable transport system.

The objectives of PLUTO align with and support the DART+ South West Project which will contribute toward achieving a more sustainable, efficient public transport network for Ireland. PLUTO has since been retitled as the National Investment Framework for Transport in Ireland (NIFTI).

### 5.2.9. National Investment Framework for Transport in Ireland

In December 2021, the Department of Transport finalised the *National Investment Framework for Transport in Ireland* (NIFTI).

The Framework will be used by the Department for prioritising future investment in land transport network to support of the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework. Through the transport investment priorities identified it will contribute to Ireland's decarbonisation efforts, support vibrant and successful communities, deliver high performing transport systems, and promote a strong and balanced economy.

As part of the future network analysis completed to support investment priorities, NIFTI identifies consistent congestion as an issue in the five major cities in the country: Dublin, Cork, Galway, Limerick, and Waterford. It supports the development of new urban infrastructure supply across the five cities including the development of BusConnects and comprehensive cycle networks, while Dublin will also see heavy rail improvements in the form of DART+ Programme and MetroLink among other things. DART+ programme will result in a substantial investment in sustainable mobility being delivered under the National Development Plan and supports the objectives of the NPF.

The future network analysis undertaken to inform NIFTI has demonstrated that the DART+ programme for the GDA will address existing congestion issues, cater for rising travel demand, and support sustainable public transport options across the GDA. The DART+ programme will also encourage compact growth, transport-orientated development (TOD) and supports the decarbonisation of the transport sector to include the purchasing of electric powered trains. The project also supports improvements and maximisation of existing transport infrastructure assets.

To address the transport challenges, NIFTI establishes four investment priorities namely:

1. Decarbonisation
2. Protection and Renewal
3. Mobility of People and Goods in Urban Areas, and
4. Enhanced Regional and Rural Connectivity

Projects must align with these priorities to be considered for funding. Moreover, as the NSOs are embedded in NIFTI future investment made in accordance with the priorities will support the delivery of the National Planning Framework over the coming decades.

### 5.2.10. National Sustainable Mobility Policy

The Department of Transport’s National Sustainable Mobility Policy (NSMP) sets out a strategic framework to 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade, targeting at least 500,000 additional daily active travel and public transport journeys by 2030.

The NSMP has been developed to align with and complement other international, European and national policies and frameworks, such as the UN Sustainable Development Goals, Paris Agreement, European Green Deal, EU Sustainable and Smart Mobility Strategy and National Planning Framework.

The policy is guided by three key principles, which are underpinned by ten high level goals as detailed in Table 5.1 below. The DART+ South West project supports the principles and goals outlined in the NSMP.

**Table 5.1 Principles and Goals of the National Sustainable Mobility Policy**

Principle	Goals
<b>Safe and Green Mobility</b>	<ol style="list-style-type: none"> <li>1. Improve mobility safety</li> <li>2. Decarbonise public transport</li> <li>3. Expand availability of sustainable mobility in metropolitan areas.</li> <li>4. Expand availability of sustainable mobility in regional and rural areas.</li> <li>5. Encourage people to choose sustainable mobility over the private car</li> </ol>
<b>People Focused Mobility</b>	<ol style="list-style-type: none"> <li>6. Take a whole of journey approach to mobility, promoting inclusive access for all.</li> <li>7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.</li> <li>8. Promote sustainable mobility through research and citizen engagement</li> </ol>

Principle	Goals
<b>Better Integrated Mobility</b>	9. Better integrate land use and transport planning at all levels. 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

The DART+ programme is identified as a key focus for the Greater Dublin Area (GDA), by expanding the electric and battery electric fleet and rail network, with electrified services from 50 km to 150 km by 2030. The DART+ programme also expands and improves public transport services through improved railway infrastructure which is fundamental to achieving the target of an additional 500,000 daily active travel and public transport journeys by 2030.

The principles and goals of the National Sustainable Mobility Policy align with and support the DART+ South West project.

### 5.3. Regional Policy

#### 5.3.1. Eastern and Midland Regional Spatial & Economic Strategy 2019-2031

The *Regional Spatial & Economic Strategy 2019-2031* (RSES) for the Eastern and Midland Region including the Metropolitan Area Spatial Plan for Dublin was published in June 2019. The RSES is a strategic plan and investment framework to shape the future of the region to 2031 and beyond. The RSES addresses the implementation of Project Ireland 2040 at the regional level. It considers spatial and economic factors which relate to the future of the region and ensures that employment opportunities, services, ease of travel and the overall wellbeing of citizens is being addressed.

The RSES highlights the DART expansion programme and its role in the consolidation of Dublin City Centre and surrounding areas. It notes:

*“The RSES supports a feasibility study for the provision of high-speed rail links between Dublin and Limerick / Junction Cork and enhanced rail services including the extension of the DART to Celbridge / Hazelhatch in north Kildare”*

The RSES identifies a Strategic Development Corridor to the south west of the city and notes the role that the DART expansion project plays in this regard:

*“The consolidation of the western suburbs of Clonburris, Kilcarberry and Adamstown, linked to increased capacity and electrified services on the Kildare line, to be delivered by 2027”*

Policy Objective RPO 8.8 supports the DART+ South West Project with the following rail projects noted in the associated Table 8.2 of the RSES:

*“DART Expansion Programme- new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda or further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare, Maynooth and M3 Parkway...”*

*“New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.”*



### 5.3.2. Metropolitan Area Spatial Plan (MASP)

The requirement for the development of MASP for Dublin City as part of the RSES is outlined in Project Ireland 2040. The objectives of the MASP include the management of sustainable and compact growth of Dublin City and better use of underused lands. **Figure 5-6** illustrates the strategic development areas and corridors identified in the MASP, including the DART expansion in the south-west corridor.

The Vision for MASP is to “*build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.*” This vision is underpinned by a spatial framework which supports the overall settlement strategy of the EMRA and sequential development of the metropolitan area which include focusing on the consolidation of Dublin City and suburbs and key towns which will be served by the DART+ South West expansion project.

One of the Guiding Principles to achieve this vision is;

*“Integrated Transport and Land use: To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘BusConnects’, DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks”.*



Figure 5-6 Dublin Metropolitan Area Strategic Plan

Source: Eastern and Midland Regional Spatial & Economic Strategy 2019-2031

The MASP contains several objectives for the Dublin Metropolitan Area, including Sustainable Transport Objectives to include:

**RPO 5.2** “Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that

*future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned”.*

*“To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘BusConnects’, DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks”.*

The objectives of the Eastern and Midland RSES and MASP align with and supports the DART+ South West Project.

### 5.3.3. Transport Strategy for the Greater Dublin Area 2016-2035

The *Transport Strategy for the Greater Dublin Area 2016-2035* (the Transport Strategy) provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) until 2035. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection and delivery of other infrastructure such as housing, water and power can align their investment priorities. It integrates short, medium and long-term plans for rail, bus, cycling, walking and roads and sets out the transport provisions necessary to “*contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods*”.

While the Strategy acknowledges the development of the rail network in recent decades, it advises that significant work remains to create a fully integrated rail network. Of particular relevance to DART+ South West Project it highlights: “*In particular, the Kildare / Cork line terminates on the outskirts of the City Centre at Heuston and does not link into the heart of the city, and to the other three lines, for passenger services*”.

In developing the Transport Strategy, alternative options for the provision of transport services along six radial corridors into Dublin were considered. Heavy rail (DART and Commuter Rail) was found to be the most appropriate solution to meet the transport needs of the high-density population centres across several of the corridors identified. For example, in Corridor C (Maynooth-Leixlip-Lucan-to Dublin City Centre) rail service on the Kildare Line are regarded as serving “*the planned for population growth in the areas of Adamstown, Kishogue and Clonburris*”.

The Transport Strategy identifies the heavy rail infrastructure required to be delivered within the lifetime, as follows:

- Reopen the Phoenix Park Tunnel Link for passenger services, which will link the Kildare/Cork line to the city centre. [The tunnel reopened in 2016 for regular passenger traffic.]
- Complete the City Centre Re-signalling programme, which will provide additional train paths through the city centre section of the rail network. [The Programme was completed late 2020.]
- Implement the DART Expansion Programme, which will provide DART services as far north as Drogheda; to Hazelhatch on the Kildare Line (including a tunnel connection from the Kildare Line to link with the Northern / South-Eastern Line); to Maynooth in the west and to the M3 Parkway. [All three major DART+ Projects are currently progressing towards Railway Order applications in the next two years (i.e., DART+ West, DART+ South West and DART+ Coastal)]
- Develop a new train control centre to manage the operation of the rail network. [The centre is currently under construction next to existing Heuston station car park and is expected to be completed in 2023.]
- Construct additional train stations in developing areas with sufficient demand (various projects ongoing).

- Implement a programme of station upgrades and enhancement (various projects ongoing)..
- Ensure an appropriate level of train fleet, of an appropriate standard, to operate on the rail network (procurement and manufacturing of new fleet (DART and DMU's) on-going.).



**Figure 5-7: 2035 Metropolitan Heavy Rail Network**

Source: *Transport Strategy for the Greater Dublin Area 2016-2035*

The Strategy also includes objectives for other modes of transport which are relevant for the DART+ South West Project – reiterating the importance of a modal shift away from cars and providing enhanced facilities for public transport, pedestrians and cyclists. Of particular note is the provision for Park and Ride facilities.

**Objective 5.10:** “Develop a network of strategic rail-based park and ride facilities at appropriate points where rail services intersect with the national road network, adjacent to, or outside of, the M50. These facilities are, or would be, located at Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook and Greystones”.

The Transport Strategy also outlines objectives for Transport Services and Integration nothing that: “The DART services will operate to a high frequency with adequate capacity to cater for the passenger demand. It is anticipated that DART services in the city centre section of the network will operate to a regular ten-minute service frequency in the peak hours from 2016 and will transition to a five-minute service frequency following the completion of the DART Expansion Programme”.

It is clear that the objectives of the Transport Strategy are in the process of successfully being delivered by the DART+ Programme and this includes progressing the DART+ South West Project.

### 5.3.4. Draft Transport Strategy for the Greater Dublin Area 2022-2042

The draft Transport Strategy for the Greater Dublin Area 2022-2042, developed by the National Transport Authority (NTA) in 2021 and was open for public submissions up until January 2022. The Strategy reviews and builds on the previous Strategy and once finalised will replace 2016-2035 Strategy. The Strategy addresses the transportation requirements to support the continued co-ordinated development within the counties of Dublin, Meath, Kildare and Wicklow. Major projects provided for in the Strategy include:

- *Luas Cross City;*
- *The reopening of the Phoenix Park Tunnel Rail Line;*
- *The on-going roll out of cycle tracks and greenways;*
- *Metrolink;*
- *DART+ Programme;*
- *Investment in bus priority and bus service improvements – BusConnects Dublin; and*
- *M7 Naas to Newbridge widening, Osberstown Interchange and Sallins Bypass.*

With regards to the DART+ Programme, the Strategy includes the following measures:

**Measure RAIL1 – DART+** *“The DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines”*

**Measure RAIL7 – Station Upgrades** *“The NTA, in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers”*

**Measure RAIL6 – New Rail Stations** *“The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth. Kishoge station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision”*

**Measure CYC8 – Bikes on Public Transport** *“The NTA will facilitate the carriage of standard bicycles on all newly acquired (during this strategy period) DART, Commuter and Intercity rail carriages operating in the Greater Dublin Area at all times”*

It is clear that the objectives of the Transport Strategy are in the process of successfully being delivered by the DART+ Programme and this includes progressing the DART+ South West Project. It will also support integrated transport and land use planning, and with the planned improvement in the fleet and increase in services it will support behaviour changes due to the provision of viable over the private car, Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan sets out a 10-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the scheme is, by 2021, to increase the numbers who commute by bike to be the same amount as those who commute by bus.

The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To compliment the investment in the cycle network, the cycle network plans also provide for:

*“Sufficient on and off-street public cycle parking at key urban destinations such as bus/rail stations, schools and large workplaces.*

*The expansion of the bike share scheme in Dublin City and the introduction of similar schemes across the Greater Dublin Area.*

*The implementation of a comprehensive cycle route signage programme in conjunction with the development of the cycle network”.*

The proposed network of primary, secondary and greenway cycle routes include several crossings of the DART+ South West Project corridor. In designing replacement road bridges crossing the rail line, this project has included improved cycle lane facilities where possible.

### 5.3.5. Draft Greater Dublin Area Cycle Network Plan 2021

It is noted that the NTA has updated the GDA Cycle Network Plan which accompanies the recently published Draft GDA Transport Strategy (November 2021). The 2021 Draft GDA Cycle Network Plan provides a substantial update of the 2013 GDA Cycle Network Plan. The updated plan continues to support the enhancement and expansion of cycling provision.

### 5.3.6. Integrated Implementation Plan 2019-2024

The NTA’s *Integrated Implementation Plan 2019-2024* (the Implementation Plan) supports the delivery of the Transport Strategy and is aligned with the objectives of the NDP. The Implementation Plan sets out the central infrastructure investment programme and overall funding provision over the six-year period. It identifies the key investment areas with respect to bus, light rail, heavy rail and integration and sustainable transport investment.

The Implementation Plan provides further detail on the sequencing and allocation of the €4.6b available to the NTA across Bus, Light Rail, Metro and Heavy Rail projects up to 2024. It also notes that the *“integrated rail network will provide a core, high-capacity transit system for the region and will deliver a very substantial increase in peak-hour capacity on all lines from Drogheda, Maynooth, Celbridge/Hazelhatch and Greystones”*.

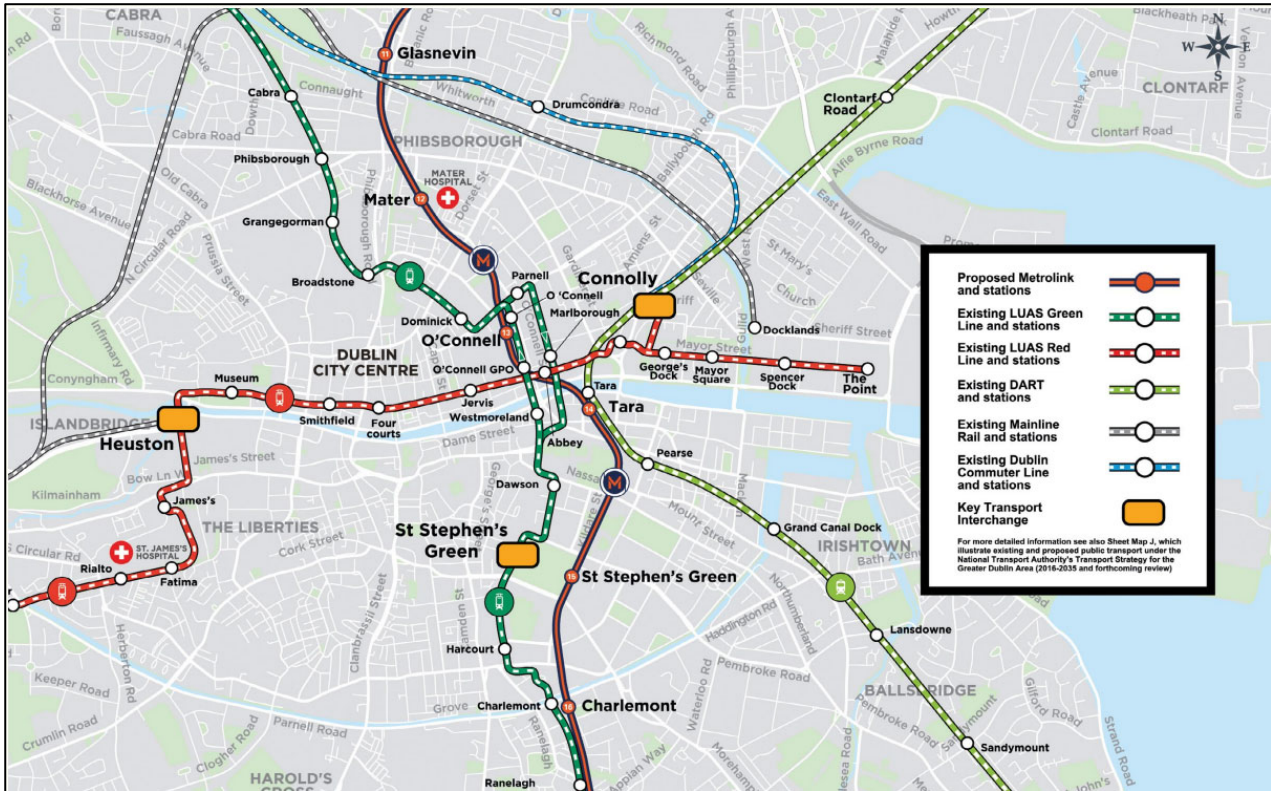
The investment programme and overall funding provision of the Implementation Plan align with and support the DART+ South West Project.

## 5.4. Local Policy

### 5.4.1. Dublin City Development Plan 2022-2028

The eastern portion of the route runs through the administrative area of Dublin City Council (DCC). The *Dublin City Development Plan 2022-2028* (the DCDP) came into effect on 14<sup>th</sup> December 2022 and provides an integrated, coherent spatial framework to ensure Dublin city is developed in an inclusive way which improves the quality of life for its citizens, while also being a more attractive place to visit and work. The DCDP aims to provide a strategy to achieve proper planning, and show how we will achieve sustainable development, that is development that meets current needs while not comprising future generations meeting their needs.

The DCDP provides a platform to facilitate and promote a sustainable and long-term vision for the city, which includes the delivery of large-scale infrastructure developments and public transport systems. **Figure 5-8** illustrates the planned integrated transport network for the city centre.



**Figure 5-8 City Centre Integrated Transport**

Source: Dublin City Development Plan 2022-2028

Policies and objectives of particular relevance to the DART+ Program and proposed DART+ South West Project include:

**SMT01:** “To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle)”.

**Policy SMT14:** “To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.”

**Objective SMT017:**

(i) “To promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link projects.”

(ii) “To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail”.

**SMT22:** *“To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: • DART+ .”*

**SMT23:** (i) *“To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.”*

## Land Use Zoning

The DCDP includes a series of maps including land use zoning objectives and specific local objectives to guide the future development of the city. The proposed DART+ South West Project is primarily located within the existing railway corridor which is not subject to a zoning objective.

Appendix B of this report illustrates the location of the line having regard to surrounding land use zoning objectives. At the time of going to print, the final geospatial datasets for the 2022 DCDP were not publicly available. The mapping illustrated in Appendix B is therefore based on the previous 2016 DCDP. The planning policy assessment has, however, had regard to the published PDF maps included as part of ‘Volume 3 - Zoning Maps’ of the 2022 DCDP.

The planning policy assessment confirms that the DART+ South West Project is consistent with the policy provisions of the DCDP core strategy and will support existing and projected population and economic growth. It will also deliver improved sustainable mobility and support reductions in emissions from the transport sector. The project facilitates the integration and interchange with existing and planned transportation projects such as the new Spencer Dock Station integration with Luas, bus services and active travel modes.

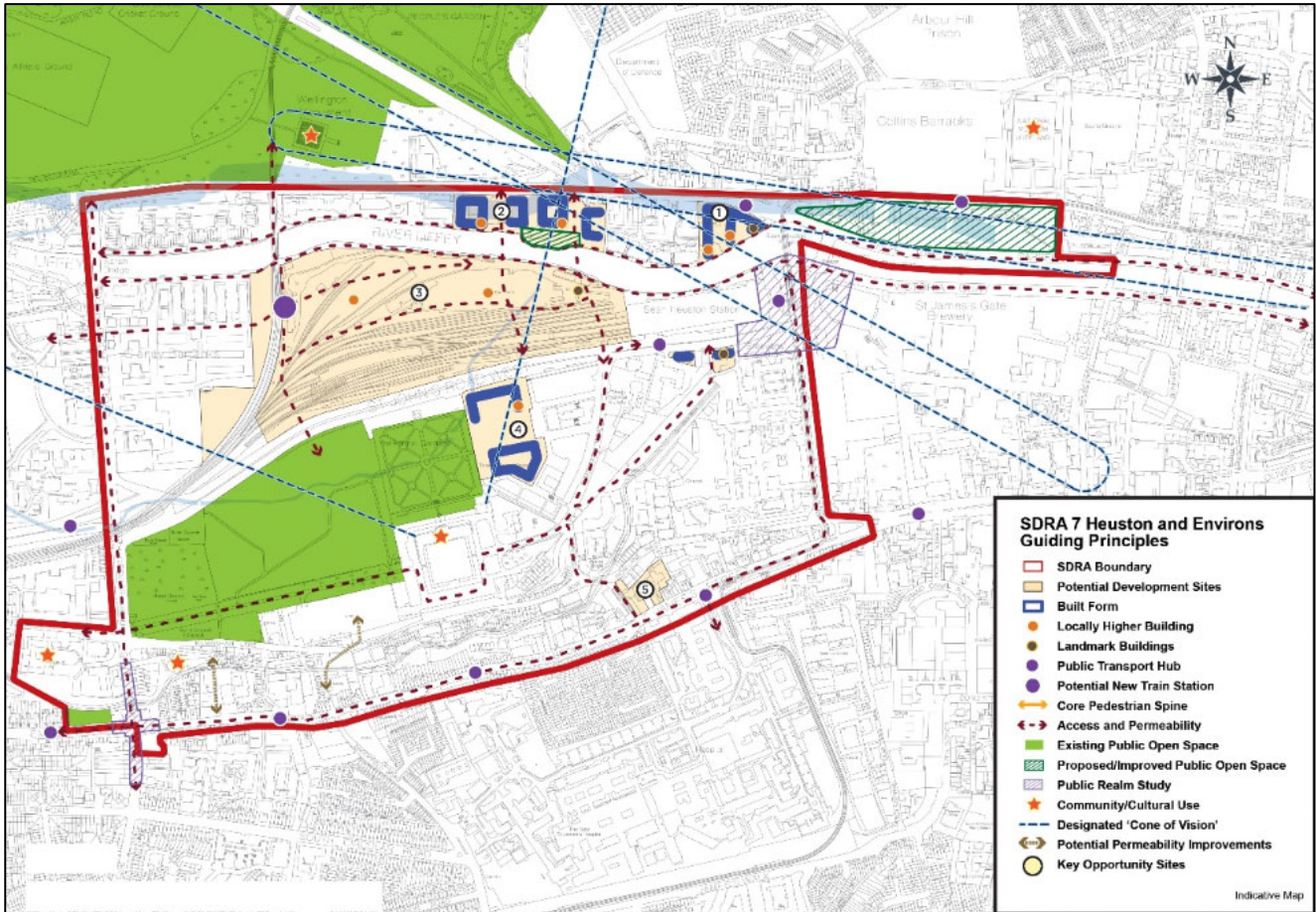
## Strategic Development Regeneration Areas

Strategic Development Regeneration Areas (SDRA) will play a key role in meeting the National Strategic Objectives, and particularly those of compact growth, sustainable mobility, and the transition to a low carbon and climate resilient society. They will be drivers of economic growth and investment in the city.

Heuston and Environs is designated as an SDRA (No. 7) in the DCDP. A series of guiding principles are set out which seek to set out an overall strategy for each site in terms of the appropriate form and scale of development, key routes and permeability, open space etc. Specifically a guiding principle for this SDRA is: *“To develop a new urban gateway character area focused on the transport node of Heuston Station with world class public transport interchange facilities; vibrant economic activities; a high-quality destination to live, work and socialise in; a public realm and architectural approach of exceptional high standard; and a gateway to major historic, cultural and recreational attractions of Dublin City.”*

Figure 13-7 from the DCDP 2022 sets out diagrammatically the guiding principles for the Heuston and Environs SDRA and is shown in **Figure 5-9**.





**Figure 5-9 City Centre Integrated Transport**

Source: *Dublin City Development Plan 2022-2028*

DART+ is identified as ‘supporting infrastructure’ for the SDR. Heuston is identified as Opportunity Site 3 within the SDR. A location for a potential new train station to the west of the existing station is identified. It is set out that a masterplan be prepared, taking into consideration the wider area, the SDR principles and addressing planned phasing. Redevelopment of the site should provide for east-west and north-south connections in the manner identified in the Guiding Principles Map.

### 5.4.2. Park West - Cherry Orchard Local Area Plan 2019

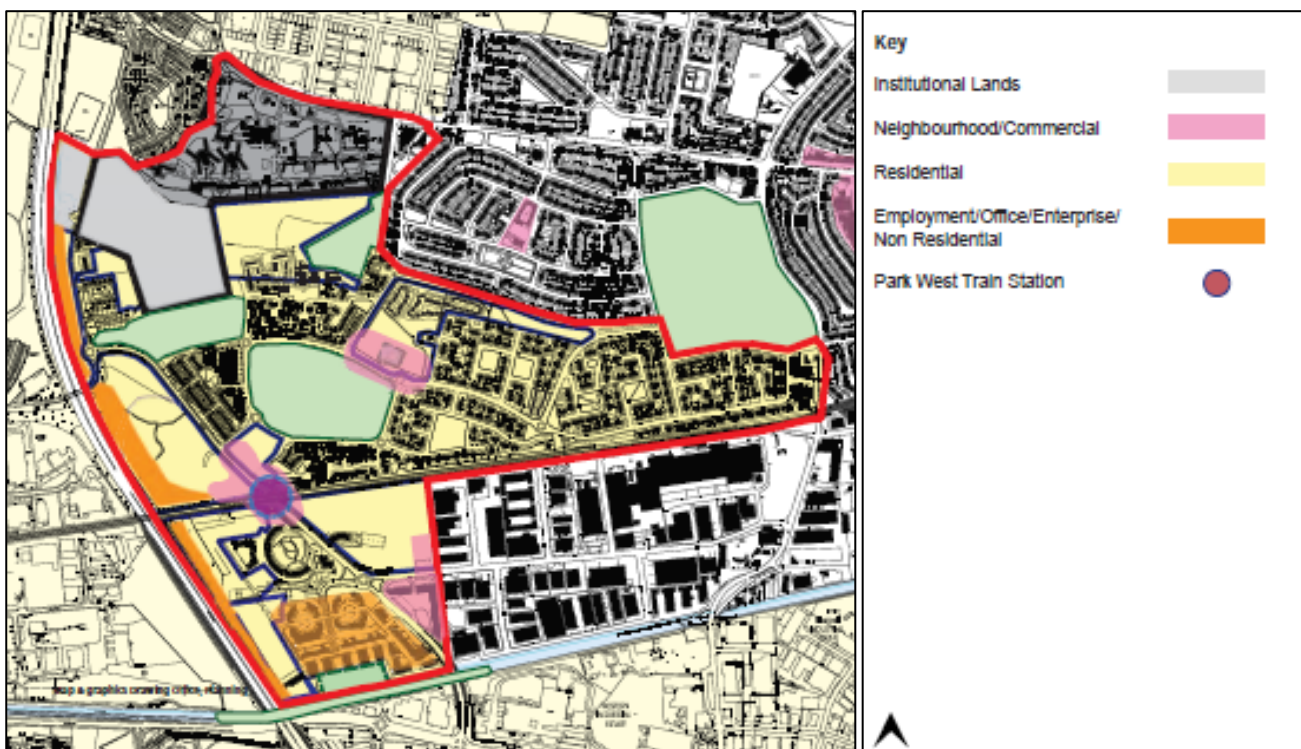
The Park West - Cherry Orchard Local Area Plan (LAP) was adopted in 2019 and provides for the future development of the area.

The LAP notes the following about the Park West – Cherry Orchard station and Kildare Line which runs centrally through the area:

- The station is served by commuter and intercity services serving Heuston and Connolly stations; however, infrequent services do not make travel by train an attractive option.
- Vacant ground floor units in the vicinity of the train station reflect the limited use of the train station as a means of travel and surrounding vacant land.

The LAP identifies 46 hectares of land available for development with the potential to deliver approximately 2,000 new residential units alongside new mixed use and commercial development. It identifies several vacant Key Development Sites, including sites which immediately adjoin the Kildare Line to the north and south. The overarching development strategy for the LAP is for the development of these vacant sites and their successful integration into the existing fabric of both the immediate area and the wider city.

The proposed land use strategy for the land includes mixed-use development with employment generating uses around the Park West – Cherry Orchard station. Refer to **Figure 5-10**. The DART+ South West Project will improve commuter rail services at this location and therefore enhance the social and economic conditions of the area.



**Figure 5-10 Proposed Land Use Strategy**

Source: Park West – Cherry Orchard LAP 2019

Dublin City Council and the Land Development Agency are advancing a housing project on Site 4 from the LAP (the planning process for which is anticipated to commence in early 2023). This is the same overall landholding in the ownership of DCC where the DART+ South West project intends to locate a permanent electrical substation for DART traction power, and a temporary construction compound for the works.

Iarród Eireann has consulted with DCC/LDA in relation to the alignment of the projects, both in terms of permanent footprints and the phasing of works. The housing and improved public transport services of the DART are seen as mutually beneficial for this location. Ongoing co-operation between the parties will be followed during planning and construction phases to enable smooth management of the projects.

### 5.4.3. The City Edge Project

The *City Edge Project* is emerging policy rebranding the *Naas Road – Ballymount – Cherry Orchard – Park West URDF Masterplan* which was published in September 2020. The City Edge Project is a transformative

regeneration project for the Naas Road, Ballymount and Park West areas in Dublin with a total study area of 700 ha. It is envisaged the scheme will create a new urban space with the potential for 40,000 new homes and 75,000 new jobs.

The project study area runs parallel to the railway track between Park West & Cherry Orchard and Inchicore and includes lands at Inchicore Works, Kylemore Road Bridge and Le Fanu Bridge within the project area, refer to **Figure 5-11**.

Following detailed analysis of the area and public consultation on an Emerging Preferred Concept, the City Edge Strategic Framework was published in August 2022.

The purpose of the Strategic Framework is to set out a high-level approach and transformational trajectory for the regeneration of a new liveable, sustainable and climate resilient urban quarter. Amongst the objectives proposed is a new rail station and transport interchange on the rail line at Kylemore, and there is also an emphasis on Transport Oriented Development. It is envisaged in the Framework document that a Local Area Plan for the project will be advanced jointly by Dublin City Council and South Dublin County Council.



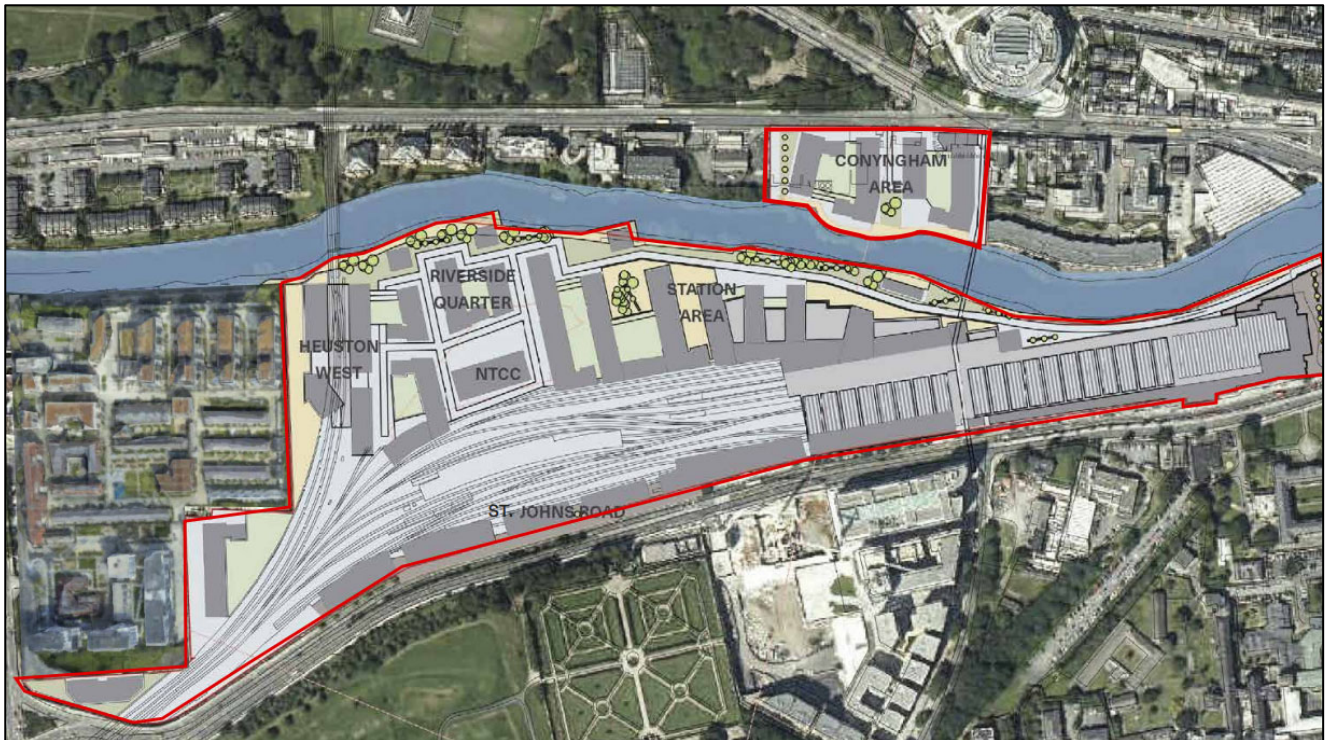
**Figure 5-11 City Edge Project Area Map**

Source: [cityedge.ie](http://cityedge.ie)

#### 5.4.4. Heuston Masterplan

The non-statutory Heuston Masterplan has been prepared to guide the future development of the Strategic Development Regeneration Area (SDRA 7) under the Dublin City Development Plan.

The concept in the Masterplan envisages a substantial quantum of mixed-use development (c. 210,000 sq.m) including over 1,000 residential units. The development of the area is intended to be an exemplar of Transport Orientated and Sustainable Development focused around Heuston Station and Heuston West (the new DART station proposed under the subject RO application), with new pedestrian and cycling infrastructure offering sustainable links to the wider city. The development of this and will open up c. 1km of river frontage and link the green assets of Phoenix Park and the Irish Museum of Modern Art.



**Figure 5-12 Indicative Masterplan Layout**

Source: *Heuston Masterplan*

The location of the proposed Heuston West station is identified in the western portion of the Masterplan area (see **Figure 5-12**). Links to the existing development at Clancy Quay are also identified, along with a new Liffey Boardwalk that links through (over or under) the existing railway line.

The proposed DART+ South West Project is running ahead of the masterplan, which is still in an early stage of development. By providing a new station and new commuter rail connectivity, the DART + South West Project will facilitate the proposed masterplan. Iarnród Éireann, as both landowner and transport operator, will ensure integration of the proposed Heuston West Station with the ambitious new masterplan, as the masterplan is developed in more detail. This will include provision for efficient and attractive interchange between transport modes in the wider Heuston area, and development of the public realm to a high standard.

#### 5.4.5. The South Dublin County Development Plan 2022-2028

The *South Dublin County Development Plan 2022-2028* (SDCC Plan) came into effect on 22<sup>nd</sup> June 2022. The previous Plan, which was in place between 2016 and 2022, has now been superseded. A draft Ministerial Direction, published with the Plan documents, has issued on limited objectives within the plan, these do not affect the DART + project or transport objectives.

The SDCC Plan sets out a vision to “increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and *healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact.*”

The Development Plan also contains policies and objectives which promote measures that have the potential to reduce the climate impact of transport by encouraging a shift from private motorised transport to walking, cycling and public transport. The objectives of the SDCC Plan under Chapter 7 ‘Sustainable Movement’ are consistent with national and regional planning policy and include a number of objectives in relation to the DART+ Programme:

**SM1 Objective 1:** *“To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle).”*

**SM1 Objective 3:** *“To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.”*

**SM3 Objective 2:** *“To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.”*

Chapter 7 of the plan notes that heavy rail services within the County are scheduled for significant upgrade and improvement including proposals for DART+ that will see increased train frequency on the Heuston to Hazelhatch line with capacity for up to 23 trains per hour in each direction with stops at Adamstown, Clondalkin / Fonthill and Park West in the Naas Road area, along with the opening of the rail station at Kishogue in Clonburris. Section 7.6.2 of the Plan notes the value that the DART expansion programme will bring, including in relation to employment areas and new housing development. The proposed DART+ South West Project aligns with the objectives set out in the SDCC Plan.

#### 5.4.6. Adamstown Strategic Development Zone 2014

The Adamstown Strategic Development Zone (SDZ) Planning Scheme (the Planning Scheme) was originally approved by An Bord Pleanála in 2003, and further amended in 2014. When complete, the 223.5 ha area will provide approximately 7,000 no. residential units focused around Adamstown Railway Station. The SDZ scheme is illustrated in **Figure 5-13**.

The Planning Scheme was conceived to: *“Provide alternatives to the private car in the form of a new railway station and transport interchange, additional rail capacity, dedicated bus routes and a continuous network of walking and cycling links”.*

The delivery of the DART+ South West Project will significantly improve the frequency and reliability of commuter services at Adamstown Station which will bring social and economic benefits to this growing community.

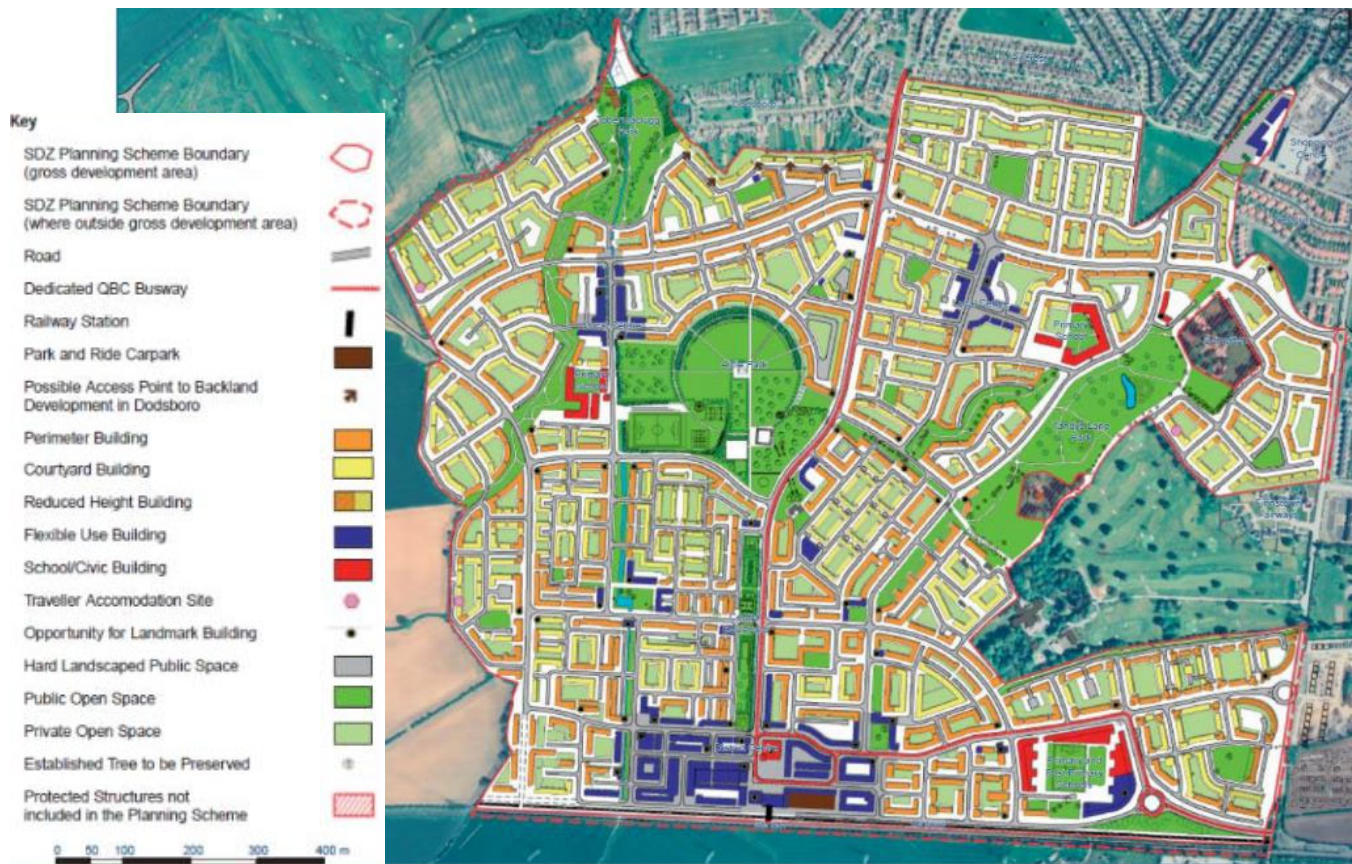


Figure 5-13 Adamstown SDZ Scheme

### 5.4.7. Clonburris Strategic Development Zone 2019

In 2006, Government Order (SI 442 of 2006) designated 180 hectares of land at Clonburris as a Strategic Development Zone (SDZ). A Planning Scheme was subsequently made in 2008.

In 2015, Government Order (SI No. 604 of 2104) designated 280 hectares of land at Clonburris-Balgaddy as an SDZ; revoking the 2006 Order and 2008 Planning Scheme. Under the Designation of Strategic Development Zone: Balgaddy – Clonburris, the lands which are deemed to be of economic and social importance to the state, are *“for residential development and the provision of schools and other educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities, including health and childcare services.”* The current Planning Scheme for the Clonburris SDZ was approved by An Bord Pleanála in May 2019.

The Kildare / Cork railway line runs centrally / along the northern boundary of the lands and there are train stations within the SDZ, the Clondalkin-Fontill station (which is operational) and the Kishoge station (which was constructed as part of the Kildare Route Project but which is not operational). Overarching principles of the Planning Scheme include:

- To develop the SDZ in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services;
- To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning; and

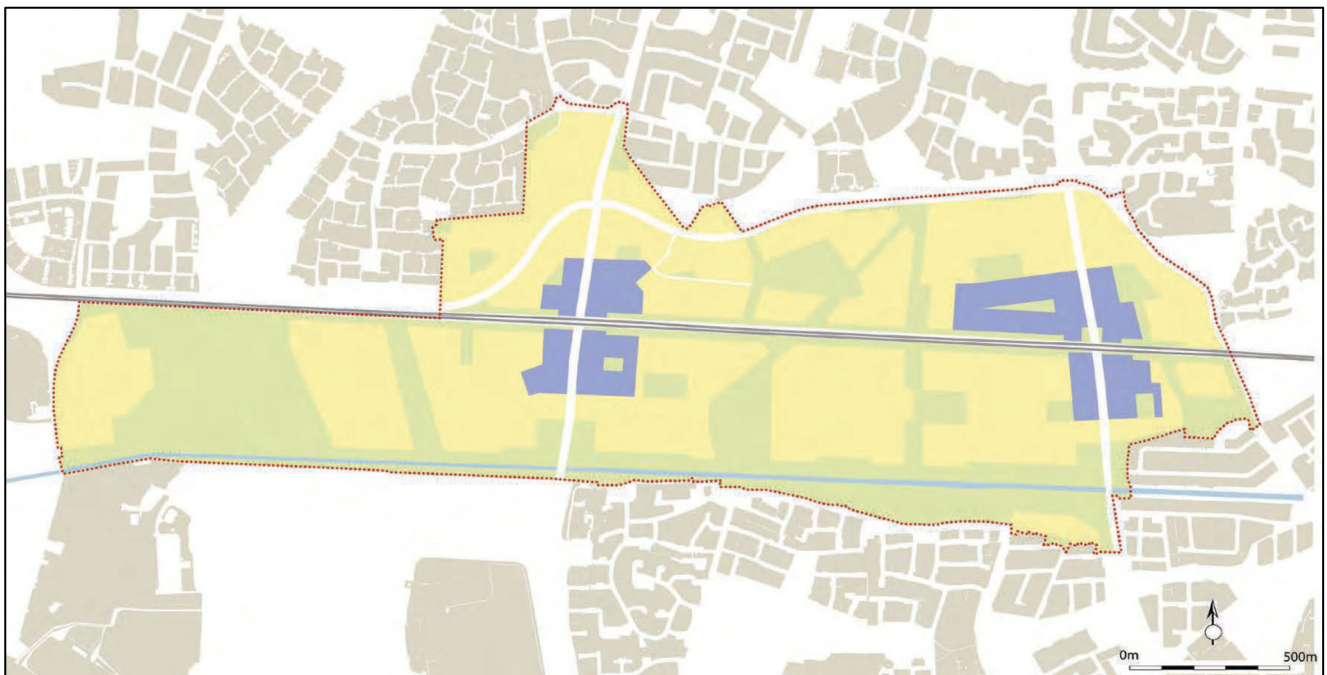
- To develop vibrant mixed-use centres around Clonburriss and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburriss;

The Planning Scheme therefore provides for the following:

- A land use strategy that will result in 98% of residences being located within 400 metres of a bus stop or within 800 metres of a train station.
- Both the Kishoge and Clondalkin-Fonthill Railway stations as forming focal points for the two planned urban centres within the SDZ lands. The main commercial areas are focused primarily around Fonthill Train Station and to a lesser extent Kishoge Train Station.
- Both the Kishoge and Clondalkin-Fonthill Railway stations serving as interchanges between rail, bus, car, walking and cycling.

The land use strategy focused on the two train stations within the SDZ is evident in **Figure 5-14**. The Masterplan is illustrated in **Figure 5-15**.

Like Adamstown, Clonburriss was conceived as a transport-oriented development; with the Planning Scheme(s) designed to provide alternatives to private car use, via both existing and new rail stations, additional rail capacity, the future planned electrification of the rail line and dedicated bus routes. The DART+ South West Project is therefore a key enabler for Clonburriss to reach its full and intended sustainable transport-oriented development potential. The DART project will increase the frequency and efficiency of the rail service, but the physical scope of the project does not extend beyond the existing rail stations.



**Figure 5-14 Land Use Map**

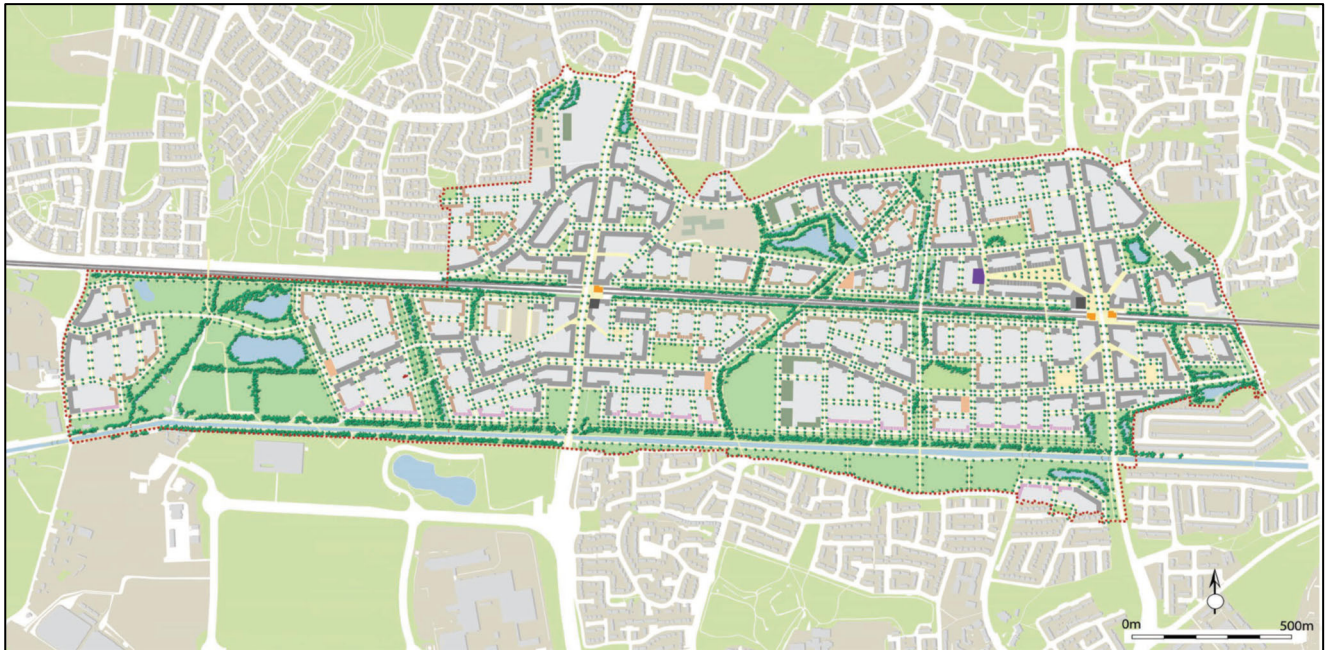


Figure 5-15 Clonburr Planning Scheme Masterplan

#### 5.4.8. Kildare County Development Plan 2017-2023

The western portion of the route runs through the administrative area of Kildare County Council (KCC) and terminates at Hazelhatch. The future development of this area is governed by *Kildare County Development Plan 2017-2023* (the KCDP). The KCDP sets out an overall strategy for the proper planning and sustainable development of the functional area of County Kildare and aims to strengthen the county by facilitating sustainable development through the provision of physical and social infrastructure.

At its adjourned meeting on 9<sup>th</sup> June 2020, KCC adopted a Variation (Variation No. 1) of the KCDP in response to changes in national and regional policy, namely the publication of the NPF and the RSES. The KCDP now designates Celbridge a ‘Self-Sustaining Town’ and as such will require “*contained growth, focusing on driving investment in services, employment growth and infrastructure while balancing housing delivery.*”

The aim of the KCDP in terms of Transportation and Movement is to “*promote ease of movement within and access to County Kildare, by integrating sustainable land use planning with a high-quality integrated transport system; to support improvements to the road, rail and public transport network, together with cycleway and pedestrian facilities.*”

The main policies and objectives stated in the KCDP which are of specific relevance to the DART+ Programme include:

**MT 1:** “*Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.*”

**MT 2:** “*Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.*”

**MT 3:** “*Influence people’s travel behaviour and choices towards more sustainable options by working closely with relevant organisations in improving and accessing public transport facilities.*”



**MT 8:** “Seek to address urban congestion with particular emphasis on facilitating improved bus transport movement and reliability and improved links to bus and railway stations.”

**PT 1:** “Promote the sustainable development of the county by supporting and guiding national agencies including the National Transport Authority in delivering major improvements to the public transport network and to encourage public transport providers to provide an attractive and convenient alternative to the car”.

**PT 2:** “Generate additional demand for public transport services by strengthening development around existing and planned high capacity transport routes and interchanges throughout the county”.

**PT 3:** “Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare”.

**PT 5:** “Investigate, in co-operation with Irish Rail and the National Transport Authority, the provision of new railway stations in the county and the upgrading/relocation of existing stations, to rectify existing constraints in the network”.

**PT 7:** “Promote and support the upgrading of the Maynooth rail line and the Kildare rail line, in accordance with the Transport Strategy for the Greater Dublin Area 2016-2035 and in co-operation with the NTA”.

**PTO 3:** “Support the delivery of the NTA’s Greater Dublin Area Transport Strategy (2016-2035) in Kildare.”

The proposed DART+ South West Project aligns with these objectives and will support existing and future communities in County Kildare, specifically for the population of Celbridge. The location of the proposed development having regard to surrounding land use zoning objectives in the KCDP is set out in Appendix B of this report.

#### 5.4.9. The Draft Kildare County Development Plan 2023-2029

The *Draft Kildare County Development Plan 2023-2029* (KDCC Draft Plan) is being progressed. The public consultation process for Stage 2 of the SDCC Draft Plan took place between March- May 2022 and the proposed material alterations to the Draft Kildare County Development Plan were on display in September and October 2022. The process of developing the Plan is expected to conclude in early 2023. The main policies and objectives relevant to the DART + Programme and the proposed DART+ South West Project are as follows:

**TM P1:** “Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport”.

**TM P3:** “Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage”.

**TM O9:** “Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (Including DART+ West and DART+ South West), BusConnects and the light rail investments. The DART+ projects present an opportunity to improve journey time, reliability, and train frequency”.

**TM O44:** “Support the electrification of intercity routes”

The proposed DART+ South West Project will support existing and future communities in County Kildare, specifically for the population of Celbridge.

## 5.4.10. Celbridge Local Area Plan 2017-2023

The DART+ South West Project corridor terminates at Hazelhatch Station, c. 2km to the southeast of Celbridge's town centre. One of the aims of the *Celbridge Local Area Plan 2017-2023* (LAP) is to set out a framework for enhancement of the town's existing transport network by increasing permeability, particularly for sustainable modes of transport and improving access to public transport.

The LAP identifies several Key Development Areas (KDAs) including KDA 2 Ballyoulster and KDA 5 Simmonstown located to the south of the River Liffey between Celbridge town centre and Hazelhatch Train Station.

LAP Objectives of relevance to DART+ South West Project include:

**MTO 1.2:** *“To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge with a particular focus on the routes identified in the National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan to link population, commercial, community facilities, schools and transport nodes”*

**MTO 2.1:** *“To create an interlinked public transport network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes”*

**MTO 2.4:** *“To provide greater opportunities for modal shift to public transport through the appropriate management of development particularly in lands to the south of Celbridge Town Centre”*

**MTO 2.5:** *“To work with all agencies to improve and develop public transport facilities in the area and to link such facilities with Celbridge Town Centre and other nearby towns and to ensure that developments are carried out in accordance with the requirements of this plan and relevant legislation”*

**MTO 2.6:** *“To promote alternative routes of the bus service to Hazelhatch Train Station so that it serves Main Street, Maynooth Road, Shackleton Road and Clane Road”*

The LAP also includes an objective to improve the road and footpath linking Celbridge to Hazelhatch Station.

The expansion of DART rail services to Hazelhatch and future housing (delivered through the KDAs) are identified as additional pressures for an already congested network and Kildare County Council has appointed consultants to progress a scheme comprising a second river crossing of the River Liffey and a mainline carriageway linking Celbridge to Hazelhatch train station.

## 5.5. Rail Policy

### 5.5.1. 2030 Rail Network Strategy Review

In 2011, Iarnród Éireann carried out a review of future development requirements of the Iarnród Éireann InterCity Network (ICN) and regional services. It sets out a broad strategic goal for the rail network to *“provide safe, accessible and integrated rail services that contribute to sustainable economic and regional development in an efficient manner.”*

The review states that the Dublin – Cork corridor *“remains the dominant corridor on the rail network, carrying a high level of passenger demand, and a significant level of intercity movements, particularly by business travellers who account for over 35 per cent of total rail passengers”*. The proposed development aims to electrify a portion of this corridor from Dublin to Hazelhatch & Celbridge Station.

In terms of the distribution of passenger demand across the various routes, the Strategy review indicates that in 2011, the Drogheda commuter route accounted for the highest proportion (26.9%) of passenger, followed by the Maynooth commuter route (19.3%), the Cork inter-city route (10.9%) and the Kildare commuter route (8.2%).

The implementation of the DART+ South West Project is supported by and aligns with the *2030 Rail Network Strategy Review* as it proposed electrification of a section of the rail network and increased rail capacity.

### 5.5.2. Iarnród Éireann Strategy 2027

ÍÉ prepared the 2027 Strategy for its national railway network. The Strategy will aid ÍÉ to deliver high-capacity sustainable public transport solutions to cater for the increase in travel resulting from the anticipated population and employment growth, and to facilitate Ireland in improving sustainable mobility options and reduce carbon emissions from the transport sector.

The Strategy identifies the DART+ Programme as a priority investment project and highlights that the services along the DART line “have all experienced significant passenger growth over recent years with overcrowding increasingly experienced by customers on some peak services”. The Strategy notes that the DART+ programme will benefit the Intercity outer GDA services by increasing the capacity along the core rail corridors in the GDA. In the case of the DART+ South West Project, the Strategy states that the four tracking work “*will increase reliability and journey times for all Intercity services using this corridor. This will be achieved by separating Intercity services from commuter services (i.e. Intercity will continue non-stop from Hazelhatch to Heuston at line speed without being impacted by the stopping commuter traffic)*”.

The *Regional Spatial & Economic Strategy 2019-2031* (RSES) for the Eastern and Midland Region including the Metropolitan Area Spatial Plan for Dublin was published in June 2019. The RSES is a strategic plan and investment framework to shape the future of the region to 2031 and beyond. The RSES addresses the implementation of Project Ireland 2040 at the regional level. It considers spatial and economic factors which relate to the future of the region and ensures that employment opportunities, services, ease of travel and the overall wellbeing of citizens is being addressed.

The RSES highlights the DART expansion programme and its role in the consolidation of Dublin City Centre and surrounding areas. It notes:

*“The RSES supports a feasibility study for the provision of high-speed rail links between Dublin and Limerick/ Junction Cork and enhanced rail services including the extension of the DART to Celbridge/ Hazelhatch in north Kildare”*

The RSES identifies a Strategic Development Corridor to the south west of the city and notes the role that the DART expansion project plays in this regard:

*“The consolidation of the western suburbs of Clonburris, Kilcarberry and Adamstown, linked to increased capacity and electrified services on the Kildare line, to be delivered by 2027”.*

Policy Objective RPO 8.8 supports the DART+ South West with the following rail projects noted in the associated Table 8.2 of the RSES:

*“DART Expansion Programme- new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda or further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare, Maynooth and M3 Parkway...”*

*“New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.”*

A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.

The implementation of the DART+ South West project is supported by and aligns with the Iarnród Éireann Strategy 2027.

The DART+ South West project provides improved services for passengers on the Kildare Line and accommodates major developments planned along the corridor including Adamstown SDZ and Clonburris SDZ. The segregation of DART and InterCity services allowed by the four-track railway improves punctuality and reliability of all services using the corridor.

### 5.5.3. All-Island Strategic Rail Review Consultation Paper

In November 2021, the Department of Transport launched and published an All-Island Strategic Rail Review Consultation Paper and will focus on delivering 6 goals namely:

Goal 1: Contribute to Decarbonisation

Goal 2: Improve All Island Connectivity Between Major Cities

Goal 3: Enhance Regional And Rural Accessibility

Goal 4: Encourage Sustainable Mobility

Goal 5: Foster Economic Activity

Goal 6: Achieve Economic and Financial Feasibility.

The Review expands on the commitment under the New Decade, New Approach agreement to examine the feasibility of a high/higher speed rail link between Belfast, Dublin and Cork and will look at ways to improve our current rail infrastructure, including the feasibility of high/higher speeds and electrification, better connections to the North-West, and role of rail in the efficient movement of goods.

Whilst the outcomes of this review are not known it is noted that the DART+ South West project will directly promote decarbonisation through electrification of the network, enhance connectivity, foster economic activity and sustainable mobility.

### 5.5.4. Rail Freight 2040 Strategy

The *Rail Freight 2040 Strategy* has been prepared by IÉ to guide the development of an expanded rail freight sector which will reduce carbon emissions from transport while enabling sustainable growth. The strategy sets out 25 strategic initiatives with an estimated investment of €500 million over the next twenty years. Identified infrastructure investments which may increase rail freight on the subject rail corridor include:

- Limerick Junction Western Gateway which will capitalise on the high volumes of traffic between Dublin and the South West a Strategic Freight Terminal will be developed at Limerick Junction to facilitate intermodal traffic, a hub for distribution activity and support of businesses across the wider region.
- Dublin Eastern Gateway A Strategic Freight Terminal will be developed to the West of Dublin to facilitate intermodal traffic to and from the South West. The facility could be co-located with a dedicated construction materials terminal to support supplies to Dublin for this industry as it responds to housing and wider development demands over the coming decades.
- Dublin Port Operations at Dublin Port will be developed to optimise the integration of rail freight within the port and support it in responding to longer term capacity challenges

- Tactical Rail Freight Terminals (TRFTs) TRFTs will be developed in Cork, Galway and Sligo to establish a cross county network of rail freight facilities. In collaboration with road operators these terminals will expand the reach of rail freight and provide sustainable intermodal freight options to businesses across the regions.

The four tracking of the subject rail line as part of this project adds additional capacity and resilience to the rail network offering the potential for increase rail freight traffic.

## 6. Conclusion

This Planning Report has demonstrated that the DART+ South West project is supported by, and is consistent with National and regional policies and objectives. The National Planning Framework identifies DART+ Programme as a cornerstone of rail investment within the lifetime of Project Ireland. It identifies the need for the development of reliable, sustainable, and integrated public transport network at national level and particularly in the GDA where population and public transport demand is set to continue to increase. The proposed development will facilitate the realisation of several of the National Planning Framework national strategic objectives including: NSO 4: Sustainable Mobility, NSO 1 Compact Growth and NSO 8 Transition to a Low Carbon and Climate Resilient Society which is required to be achieved by 2050. The implementation of the DART+ programme is also integral to the Climate Action Plan 2023.

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region promotes the sustainable growth of Dublin and regional centres, aligning services with population and economic growth, compact growth in urban settlements and optimising the use of infrastructure including public transport. The RSES supports the DART+ programme and the DART+ South West project (Objective RPO 8.8).

The DART+ programme is supported by all local authorities in their development plans through the following policies:

- Dublin City Development Plan 2022-2028: SMT20: *“To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: DART +.”*
- South Dublin County Development Plan 2022 – 2028: SM3 Objective 2: *“To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan”.*
- Kildare County Development Plan 2017-2023: PTO 7: *“Promote and support the upgrading of the Maynooth rail line and the Kildare rail line, in accordance with the Transport Strategy for the Greater Dublin Area 2016-2035 and in co-operation with the NTA”.*

Consultation with the public, local authorities and statutory bodies has been a valuable component of the project undertaken throughout the design and environmental assessment process and has contributed to significant and positive design changes. The design has been assessed in the EIAR and NIS of the project and is the optimal design to deliver on the project objectives.

The above review demonstrates that the DART+ South West Project delivers on its objectives to include:

- *“Cater for existing heavy rail travel demand and support long-term patronage growth along established rail corridors in the 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 GDA, 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 GDA 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, modern vehicles and a reliable and punctual service with regulated and integrated fares”.*

The DART+ South West project will make a significant positive contribution to the achieving multiple cross-cutting planning policy objectives across EU, national and at local planning level. The project supports the sustainable development of the GDA specifically relating to integrated planning and transportation solutions, sustainable mobility, enabling citizen participation to address climate action and will deliver a safer more efficient, low carbon, reliable and resilient rail network for communities today and into the future.

# Appendix A. List of DART+ South West Prescribed Bodies / Stakeholders

1. An Taisce	37. M50 Concession Ltd.
2. Bat Conservation Ireland	38. Marine Institute
3. BirdWatch Ireland	39. Minister for Agriculture, Food and Marine (Department of Agriculture)
4. Bord Gáis Energy	40. Minister for Children, Equality, Disability, Integration and Youth (Department for Children and Youth Affairs)
5. Bus Éireann	41. Minister for Education (Department of Education)
6. Commission for Railway Regulation	42. Minister for Finance,
7. Commission for Regulation of Utilities	43. Minister for Further and Higher Education, Research, Innovation and Science
8. Construction Industry Federation	44. Minister for Housing, Local Government and Heritage
9. County Kildare Chamber	45. Minister for Public Expenditure and Reform
10. Development Applications Unit (National Monument Service)	46. Minister for Rural and Community Development (Department of Rural and Community Affairs)
11. Development Applications Unit (NPWS)	47. Minister for the Environment, Climate and Communications
12. Dublin Bus	48. Minister for Transport
13. Dublin Chamber of Commerce	49. Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media (Department of Arts, Heritage and the Gaeltacht)
14. Dublin City Council	50. Minister of State with responsibility for International and Road Transport and Logistics
15. Dublin Fire Brigade	51. National Ambulance Service
16. Dublin Port	52. National Transport Authority
17. Eastern and Midland Regional Assembly	53. Office of Public Works
18. EIR	54. Office of the Planning Regulator (OPR)
19. EirGrid	55. South Dublin County Chamber
20. Environmental Pillar	56. Tánaiste and Minister for Enterprise, Trade and Employment;
21. Environmental Protection Agency (EPA)	57. The Arts Council
22. ESB Networks	58. The Commissioner of Public Works in Ireland
23. Fáilte Ireland	59. The Heritage Council
24. Gas Networks Ireland	60. Three
25. Geological Survey of Ireland	61. Transdev (LUAS) - Luas Operator and Maintenance Contractor
26. Health & Safety Authority	62. Transport Infrastructure Ireland
27. Health Service Executive (HSE)	63. Vodafone
28. IBEC	64. Waterways Ireland
29. Industrial Heritage Association of Ireland	
30. Inland Fisheries Ireland	
31. Irish Aviation Authority	
32. Irish Farmers Association	
33. Irish Landscape Institute	
34. Irish Water	
35. Kildare County Council	
36. Kildare County Fire Brigade	



# Appendix B. Land Use Zoning Maps

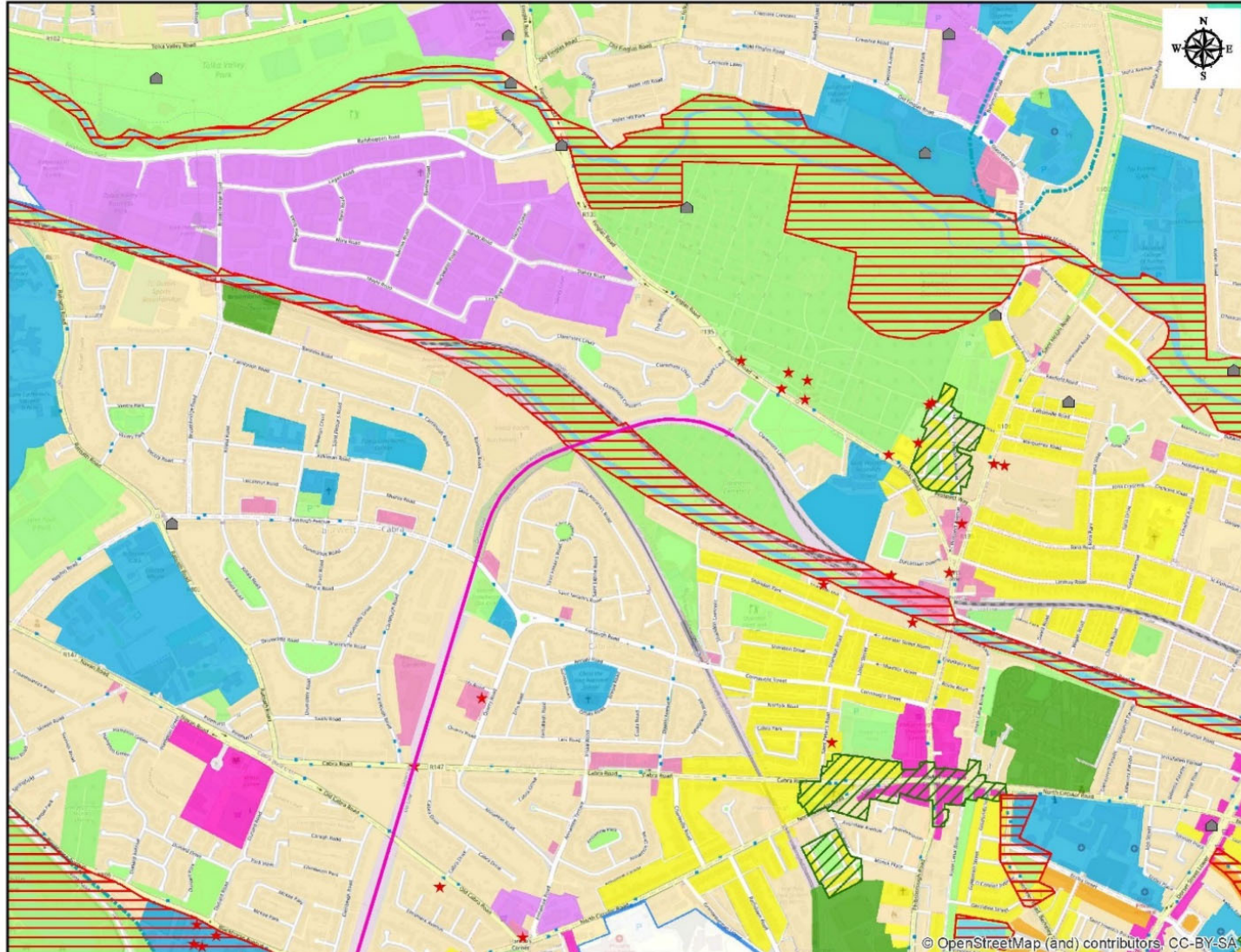
Please see overleaf for a series of land use zoning maps sourced from the following Local Authorities:

- Dublin City Council
- South Dublin County Council
- Kildare County Council

There are ten maps, each one depicts part of the project alignment, starting at the northern end of the line (Glasnevin, Dublin City Council) and progressing south, through South Dublin County Council Area to the end of the project Hazelhatch and Celbridge (Kildare County Council). Refer to legend key in the bottom of each map as a guide.

The relevant Development Plan zoning legend is visible on the right hand side of each sheet, as the project moves from one administrative area to the next.

At the time of going to print, the final geospatial datasets for the Dublin City Development Plan 2022-2028 (the 2022 DCDP) were not publicly available. The mapping illustrated in Appendix B is therefore based on the previous development plan. The planning policy assessment has, however, had regard to the published PDF maps included as part of 'Volume 3 - Zoning Maps' of the 2022 DCDP.



- ### Legend
- Rail Network Centrelines
  - County Boundary
  - Dublin City Council 2016-2022 Zoning**
  - Zone Z1: Sustainable Residential Neighbourhoods
  - Zone Z2: Residential Neighbourhoods (Conservation Areas)
  - Zone Z3: Neighbourhood centres
  - Zone Z4: District Centres
  - Zone Z6: Employment/Enterprise Zones
  - Zone Z8: Georgian Conservation Areas
  - Zone Z9: Amenity/Open Space Lands/Green Network
  - Zone Z10: Inner Suburban (Sustainable Mixed-Use)
  - Zone Z11: Waterways Protection
  - Zone Z12: Institutional Land (Future Development Potential)
  - Zone Z14: Strategic Development and Regeneration Areas
  - Zone Z15: Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)
  - Record of Protected Structures
  - Conservation Areas
  - Sites of Archaeological Interest
  - Zones of Archaeological Interest
  - Architectural Conservation Areas

© OpenStreetMap (and) contributors, CC-BY-SA

© IFA 2021. This drawing is confidential and the copyright in it is owned by IFA/ICL. This drawing is not to be copied or otherwise reproduced in whole or in part or used for any purpose without the prior written consent of IFA/ICL. This drawing is the property of IFA/ICL and is not to be used for any other purpose without the prior written consent of IFA/ICL. The contents of this drawing are the property of IFA/ICL and are not to be used for any other purpose without the prior written consent of IFA/ICL.



Rev	Desc	On	Crn	Appr	Description

**Client:** Iarnród Éireann Irish Rail

**Date:** 28-08-2022 **Scale:** 1:12,000 @ A4

**Project No:** 190586 **Drawn:** TM, RPS **Checked:** CM **Approved:** VB

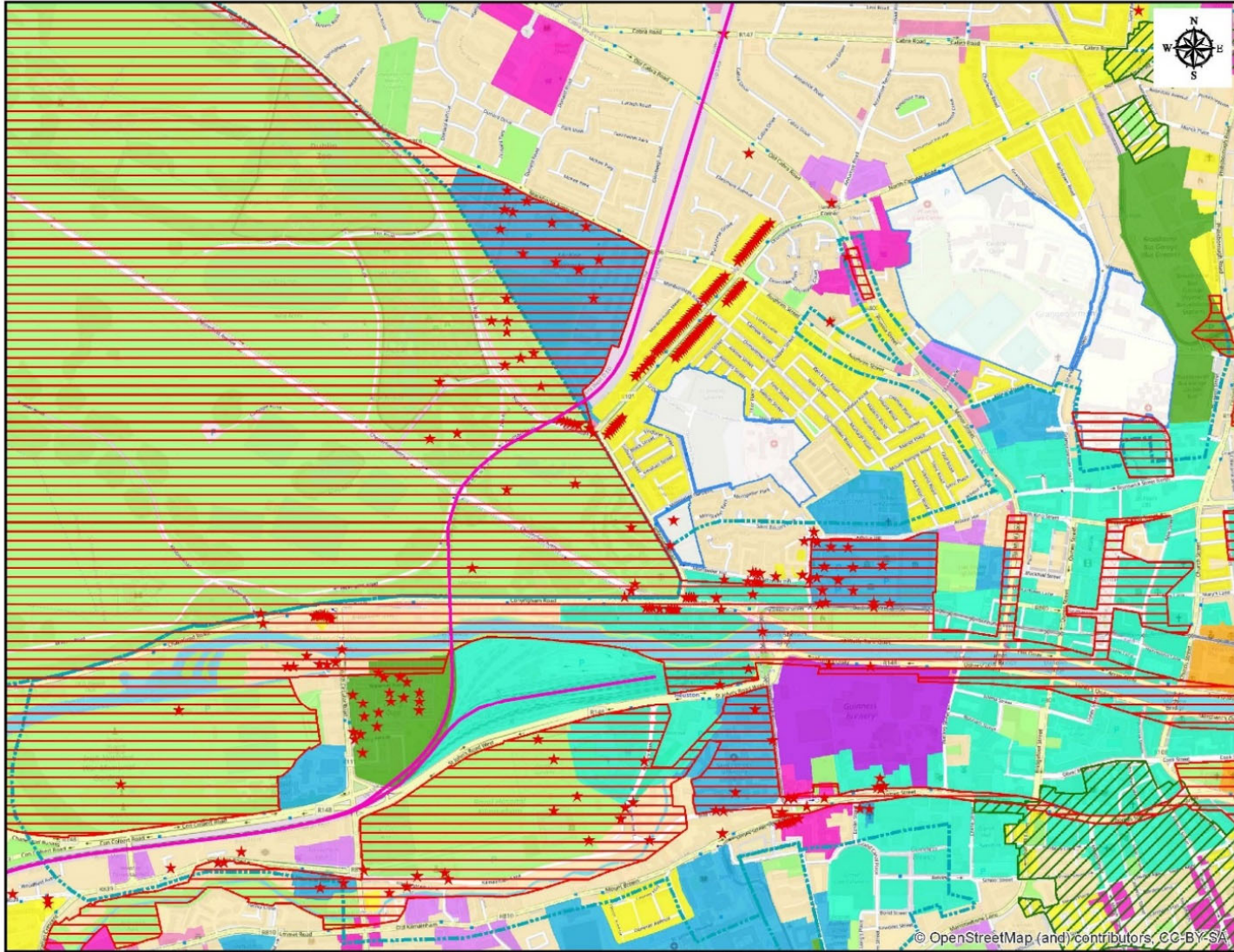
**Project Title:** DART + SOUTH WEST

**Sheet 1 of 10**

**County Development Plan Zoning Map 01 of 10**

**Project File Name:** DP-01-02-DW-0-RTA-03783 **Version:** v01 **Sheet:** 03

DO NOT SCALE USE FOUR-DIMENSIONS ONLY



- ### Legend
- Rail Network Centreline
  - County Boundary
  - Dublin City Council 2016-2022 Zoning**
  - Zone Z1: Sustainable Residential Neighbourhoods
  - Zone Z2: Residential Neighbourhoods (Conservation Areas)
  - Zone Z3: Neighbourhood centres
  - Zone Z4: District Centres
  - Zone Z5: City Centre
  - Zone Z6: Employment/Enterprise Zones
  - Zone Z7: Employment (Industry)
  - Zone Z8: Georgian Conservation Areas
  - Zone Z9: Amenity/Open Space Lands/Green Network
  - Zone Z10: Inner Suburban (Sustainable Mixed-Use)
  - Zone Z11: Waterways Protection
  - Zone Z14: Strategic Development and Regeneration Areas
  - Zone Z15: Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)
  - Record of Protected Structures
  - Conservation Areas
  - Zones of Archaeological Interest
  - Architectural Conservation Areas

© OpenStreetMap (and) contributors, CC-BY-SA

All rights reserved. This document is confidential and the copyright in it is owned by or for the State. This document is not to be reproduced, stored in a retrieval system or otherwise disseminated in any form or by any means without the prior written permission of the State.

Under Section 10(4) of the Freedom of Information Act 2003, the Department of Housing, Planning and Local Government, as well as the Dublin City Council, South Dublin County Council, and other County Councils.

The contents of this publication are the sole responsibility of the author. The views and opinions expressed do not necessarily reflect the opinions of the Department.



Rev	Date	Rev	Rev	Rev	Rev	Description

Client: **Irish Rail**

Contract No: 2016-01-01

Project No: 111480 @ A4

Project Code: 111480

Scale: 1:10,000

Author: MV

Checker: CM

Approver: VB

Project Name: DART + SOUTH WEST

Project No: 111480 @ A4

Project Code: 111480

Scale: 1:10,000

Author: MV

Checker: CM

Approver: VB

**County Development Plan Zoning Map 02 of 10**

Scale: 1:10,000

Author: MV

Checker: CM

Approver: VB

Project Name: DART + SOUTH WEST

Project No: 111480 @ A4

Project Code: 111480

Scale: 1:10,000

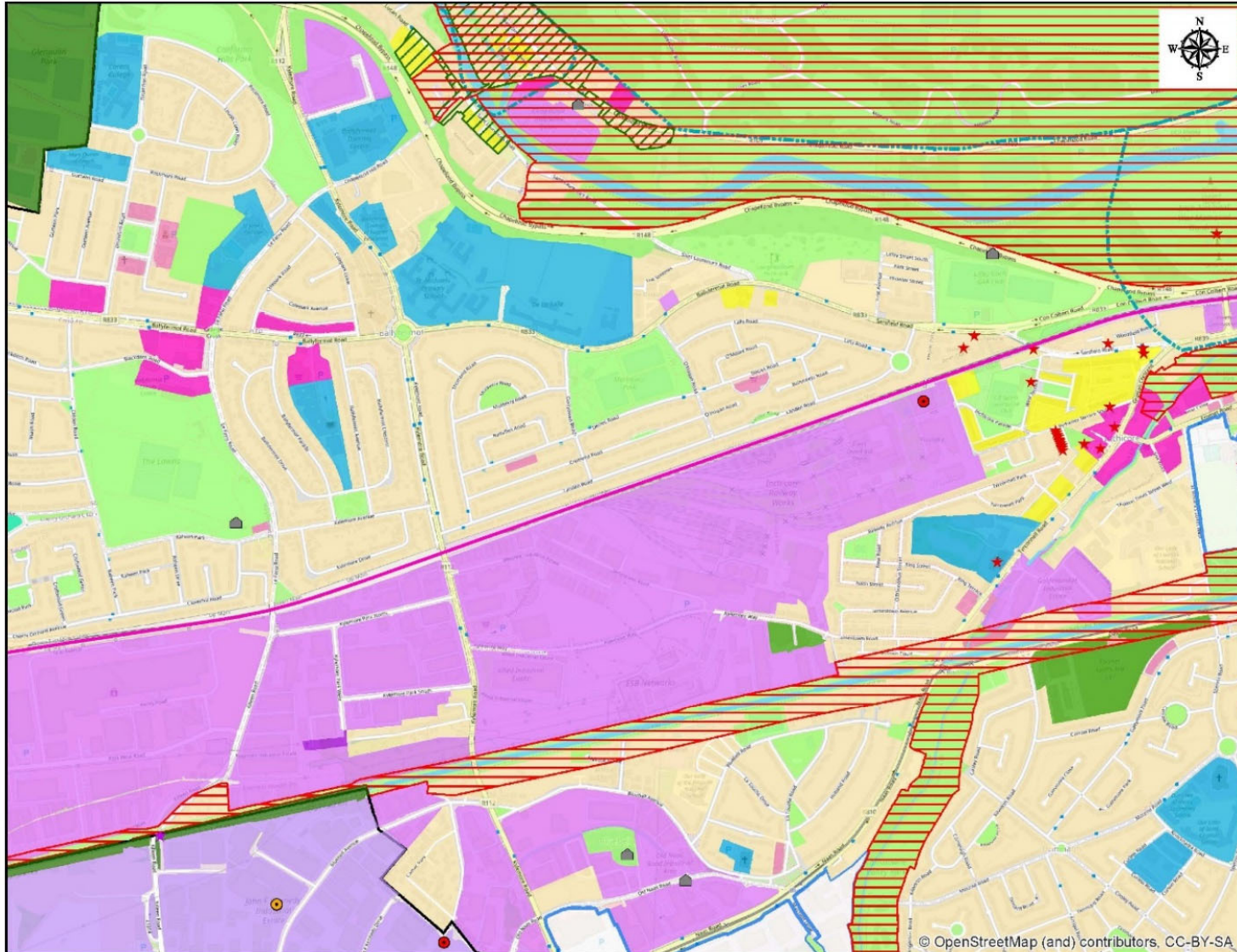
Author: MV

Checker: CM

Approver: VB

DO NOT SCALE USE FEARED DIMENSIONS ONLY





### Legend

- Rail Network Centreline
- County Boundary
- Seveso Sites**
  - Lower Tier Seveso Site
  - Upper Tier Seveso Site
- Dublin City Council 2016-2022 Zoning**
  - Zone Z1: Sustainable Residential Neighbourhoods
  - Zone Z2: Residential Neighbourhoods (Conservation Areas)
  - Zone Z3: Neighbourhood centres
  - Zone Z4: District Centres
  - Zone Z6: Employment/Enterprise Zones
  - Zone Z7: Employment (Industry)
  - Zone Z9: Amenity/Open Space Lands/Green Network
  - Zone Z10: Inner Suburban (Sustainable Mixed-Use)
  - Zone Z11: Waterways Protection
  - Zone Z12: Institutional Land (Future Development Potential)
  - Zone Z14: Strategic Development and Regeneration Areas
  - Zone Z15: Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)
- Record of Protected Structures
- Conservation Areas
- Sites of Archaeological Interest
- Zones of Archaeological Interest
- Architectural Conservation Areas
- South Dublin County Council Development Plan 2016-2022**
  - EE: To provide for enterprise and employment related uses
  - OS: To preserve and provide for open space and recreational amenities
  - RES: To protect and/or improve residential amenity
  - South Dublin County Council Record of Protected Structures

© 2016-2022. This drawing is confidential and the copyright is owned by IRT Rail. The drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior written consent of IRT Rail. The drawing is intended for use as a guide only and does not constitute an offer of any financial product. The drawing is intended for use as a guide only and does not constitute an offer of any financial product. The drawing is intended for use as a guide only and does not constitute an offer of any financial product.



REV	DATE	BY	CHKD	APPD	DESCRIPTION

Client: **lamróid Éireann Irish Rail**

Date: 08-08-2022

Scale: 1:10,000 @ A4

Project Code: 019005

Drawn by: **ATKINS**

Checked by: **ATKINS**

Approved by: **ATKINS**

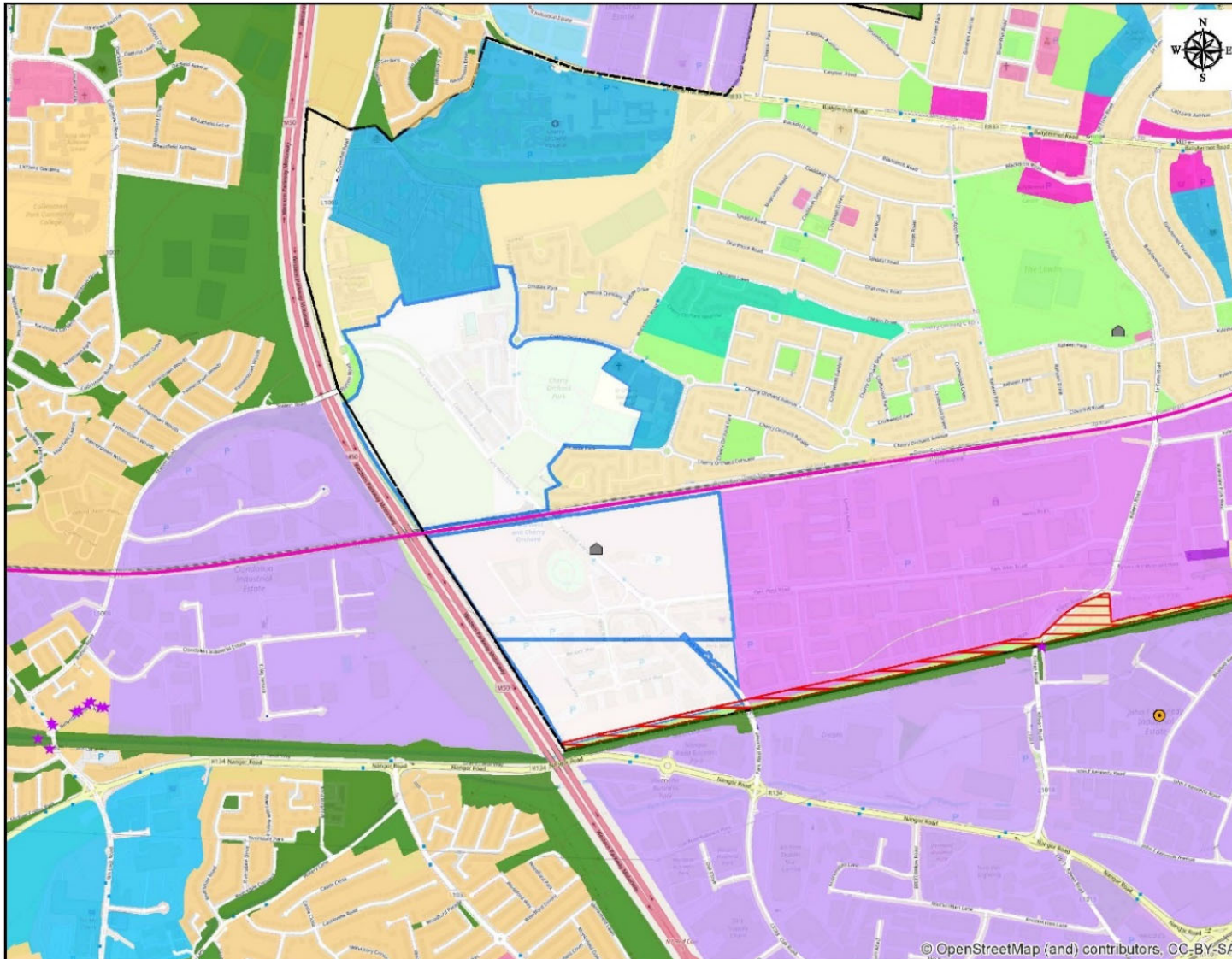
Project Title: **County Development Plan Zoning Map 04 of 10**

Scale: 1/500,000 @ A4

Version: v01

Sheet: 02

SCALE USE FOR LAYOUT DIMENSIONS ONLY



### Legend

- Rail Network Centreline
- County Boundary
- Seveso Sites
  - Lower Tier Seveso Site
- Dublin City Council 2016-2022 Zoning
  - Zone Z1: Sustainable Residential Neighbourhoods
  - Zone Z3: Neighbourhood centres
  - Zone Z4: District Centres
  - Zone Z6: Employment/Enterprise Zones
  - Zone Z7: Employment (Industry)
  - Zone Z9: Amenity/Open Space Lands/Green Network
  - Zone Z12: Institutional Land (Future Development Potential)
  - Zone Z14: Strategic Development and Regeneration Areas
  - Zone Z15: Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)
- Conservation Areas
- Sites of Archaeological Interest
- South Dublin County Council Development Plan 2016-2022
  - EE: To provide for enterprise and employment related uses
  - LC: To protect, improve and provide for the future development of Local Centres
  - OS: To preserve and provide for open space and recreational amenities
  - REGEN: To facilitate enterprise and/or residential led regeneration
  - RES: To protect and/or improve residential amenity
  - TC: To protect, improve and provide for the future development of Town Centres
- South Dublin County Council Record of Protected Structures

© OpenStreetMap (and) contributors. CC-BY-SA

Scale: 1:500,000 @ A4



Rev	Date	By	Check	App'd	Issue

Client: **Irish Rail**

Project Code: **019005**

Scale: **1:100,000 @ A4**

Date: **28/08/2022**

Author: **TJA/RPS**

Checked: **CM**

Approved: **VB**

Project Title: **DART + SOUTH WEST**

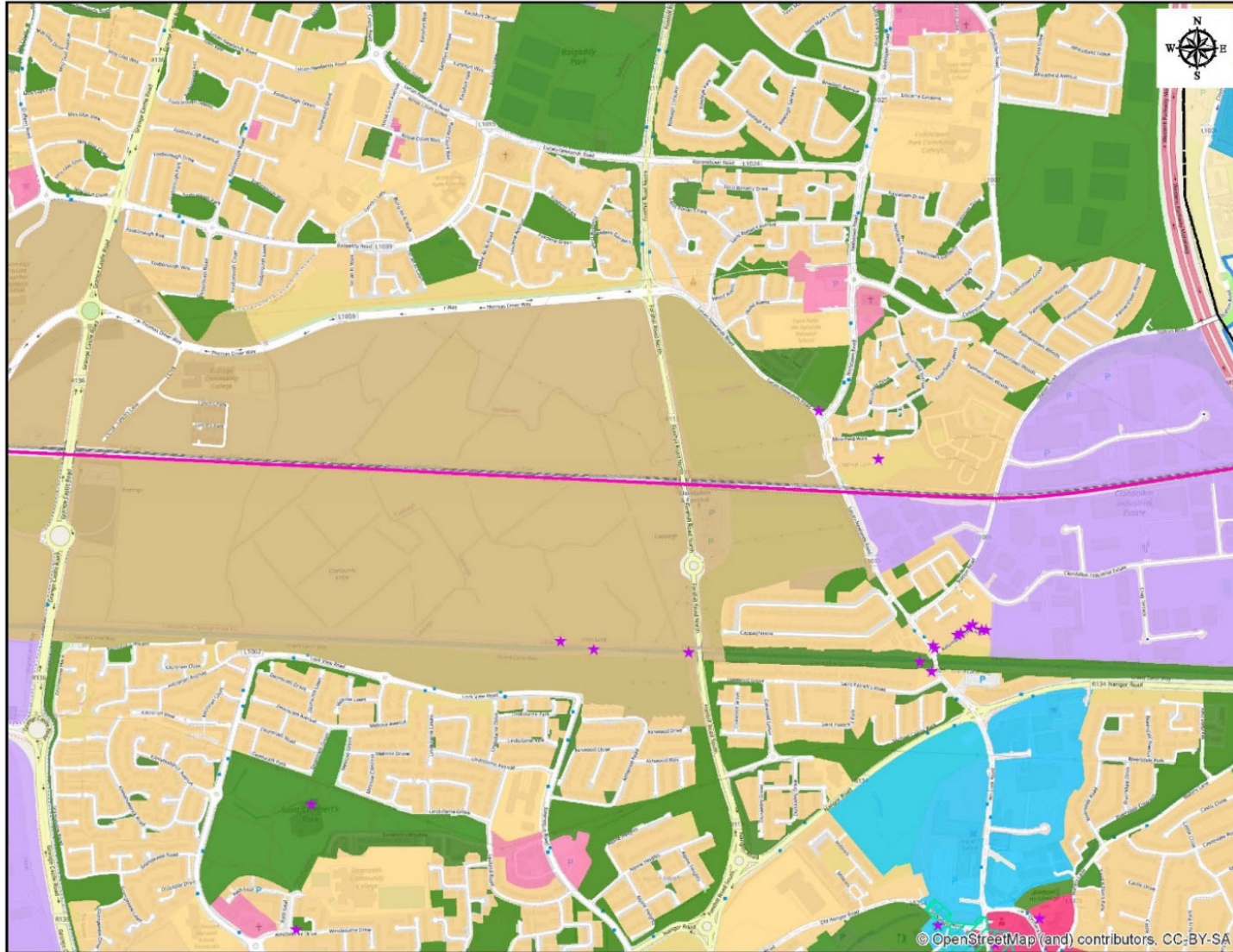
Client: **ATKINS**

Support: **RPS**

Project Name: **County Development Plan Zoning Map 05 of 10**

Scale: **1:500,000 @ A4**

Sheet: **05**



### Legend

- Rail Network Centreline
- County Boundary
- Dublin City Council 2016-2022 Zoning**
  - Zone Z1: Sustainable Residential Neighbourhoods
  - Zone Z9: Amenity/Open Space Lands/Green Network
  - Zone Z14: Strategic Development and Regeneration Areas
  - Zone Z15: Community and Institutional Resource Lands (Education, Recreation, Community, Green Infrastructure and Health)
- South Dublin County Council Development Plan 2016 -2022**
  - EE: To provide for enterprise and employment related uses
  - LC: To protect, improve and provide for the future development of Local Centres
  - OS: To preserve and provide for open space and recreational amenities
  - RES: To protect and/or improve residential amenity
  - SDZ: To provide for strategic development in accordance with approved planning schemes
  - TC: To protect, improve and provide for the future development of Town Centres
  - VC: To protect, improve and provide for the future development of Village Centres
  - South Dublin County Council Record of Protected Structures
  - Architectural Heritage Areas

© OpenStreetMap (and) contributors. CC-BY-SA

© 2016-2022. This drawing is confidential and the copyright in it is owned by the client. It is a design which has been developed in order to deliver a specific project and is not intended for any other purpose. All the data herein are for the client's use only. The client is responsible for the accuracy and completeness of the data provided to the client. The client is responsible for the accuracy and completeness of the data provided to the client. The client is responsible for the accuracy and completeness of the data provided to the client.



Rev	Date	By	CHKD	Approved	Description

Client: **Irish Rail**

Contract: **28-08-2022** | UIC: **T13-40** | A4

Project No: **012886** | TLA: **RPS** | Date: **2022**

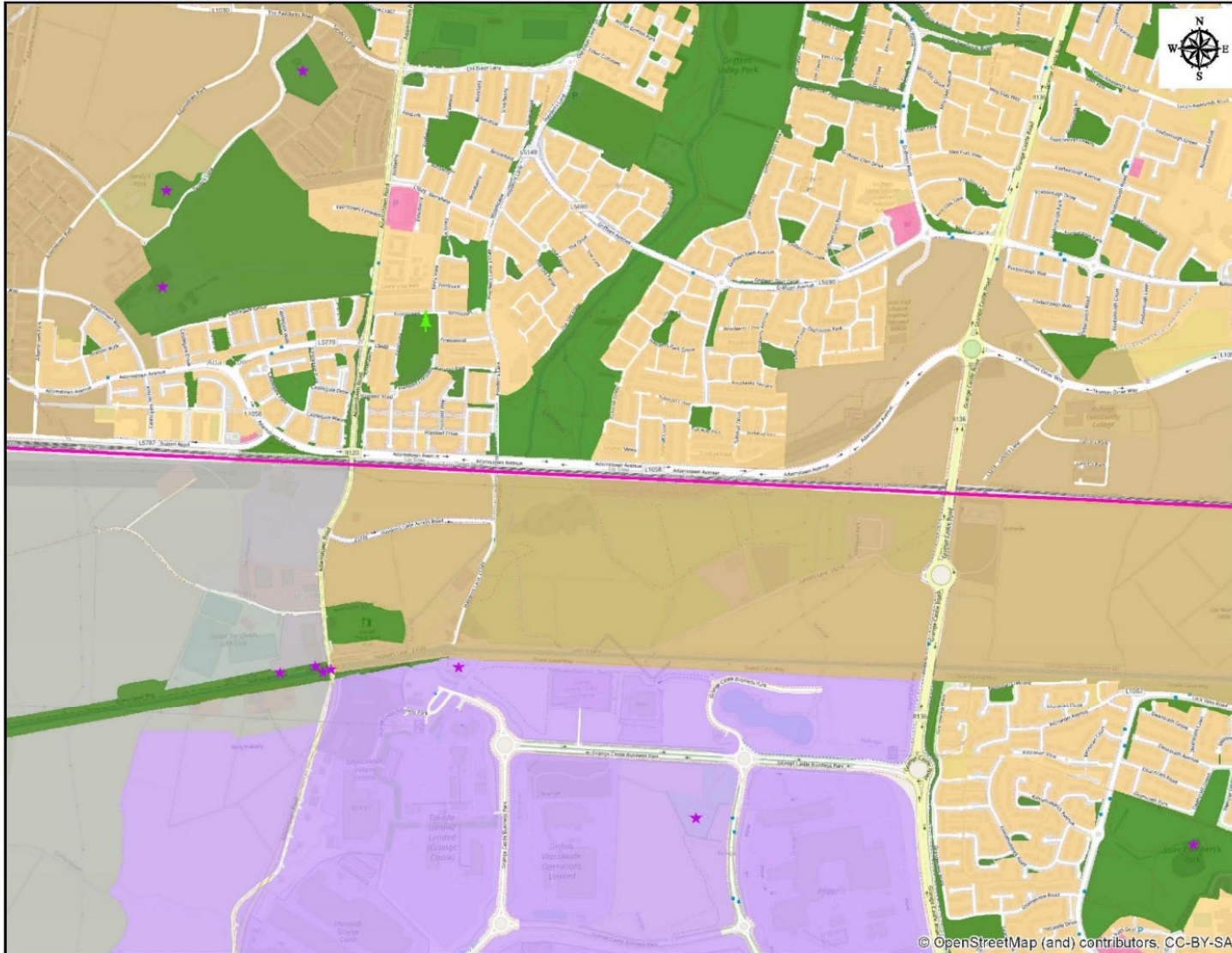
Engineering: **ATKINS** | **RPS**

Project Title: **DART + SOUTH WEST**

Drawing Title: **County Development Plan Zoning Map 06 of 10**

Drawing File Name: **DP-04-20-DW-01-VTTA-20760** | v01 | Sheet: **02**

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



### Legend

- Rail Network Centreline
- County Boundary

**South Dublin County Council  
Development Plan 2016 -2022**

- EE: To provide for enterprise and employment related uses
- LC: To protect, improve and provide for the future development of Local Centres
- OS: To preserve and provide for open space and recreational amenities
- RES: To protect and/or improve residential amenity
- RU: To protect and improve rural amenity and to provide for the development of agriculture
- SDZ: To provide for strategic development in accordance with approved planning schemes
- South Dublin County Council Record of Protected Structures
- Tree Preservation Orders

© OpenStreetMap (and) contributors. CC-BY-SA

© 2016 DART+ South West. This drawing is confidential and the copyright is reserved by the author. The drawing shall be the property of the author and shall not be reproduced in whole or in part or used for any purpose without the prior written consent of the author. The author shall not be liable for any loss or damage, including consequential, arising out of the use of the drawing. All rights reserved. DART+ South West, DART+ South West County Council, Dublin 15, Ireland.



Rev	Date	By	Check	App'd	Description

Client: **Iarnród Éireann Irish Rail**

Date: 20/06/2012

Scale: 1:10,000 @ A4

Project Code: 019006

Author: TJA/RPS

Checked: GM

Drawn: VB

Project Manager: VB

Project Title: **DART + SOUTH WEST**

Client: **ATKINS**

Project Code: **019006**

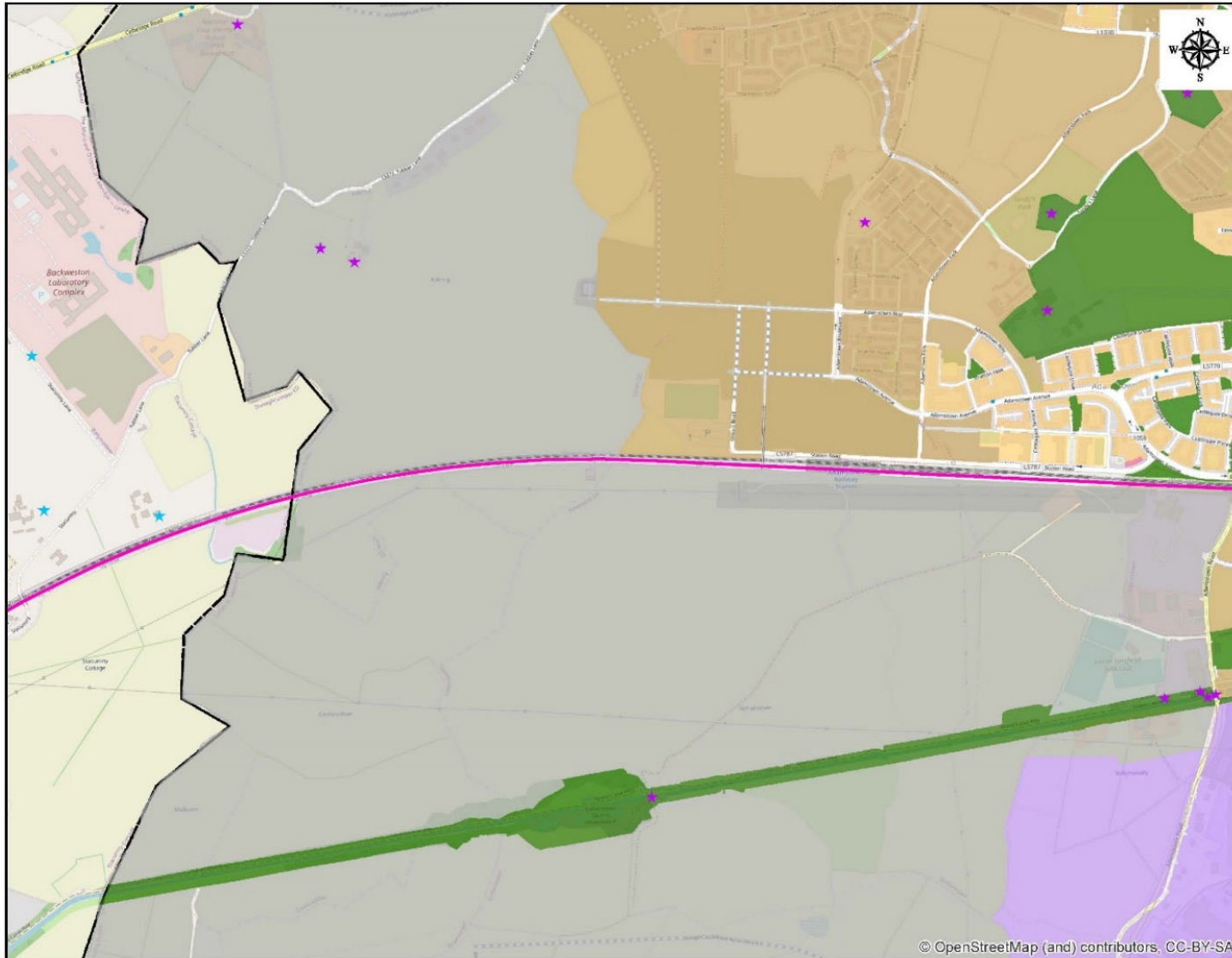
Project Name: **County Development Plan Zoning Map 07 of 10**

Version: v01

Status: 03

DO NOT SCALE USE PLOTTED DIMENSIONS ONLY





### Legend

- Rail Network Centreline
- County Boundary

#### South Dublin County Council Development Plan 2016 -2022

- EE: To provide for enterprise and employment related uses
- LC: To protect, improve and provide for the future development of Local Centres
- OS: To preserve and provide for open space and recreational amenities
- RES: To protect and/or improve residential amenity
- RU: To protect and improve rural amenity and to provide for the development of agriculture
- SDZ: To provide for strategic development in accordance with approved planning schemes
- South Dublin County Council Record of Protected Structures
- Kildare Record of Protected Structures

© 2016/2022. This drawing is confidential and the copyright in it is owned by the Client. This drawing must not be copied, copied or otherwise reproduced, in whole or in part, without the prior written permission of the Client. This drawing is the property of the Client and is not to be used for any other purpose without the prior written permission of the Client. The Client is not responsible for the accuracy or completeness of the information provided to the Client. The Client is not responsible for the accuracy or completeness of the information provided to the Client. The Client is not responsible for the accuracy or completeness of the information provided to the Client.



Rev	Drawn	CHKD	APPR	Description

Client: **Irish Rail**

Scale: 1:500,000

Date: 20/06/2022

Project Code: 019895

Drawn by: **ATKINS**

Checked by: **RPS**

Approved by: **ASAP/AV**

Project Title: **DART + SOUTH WEST**

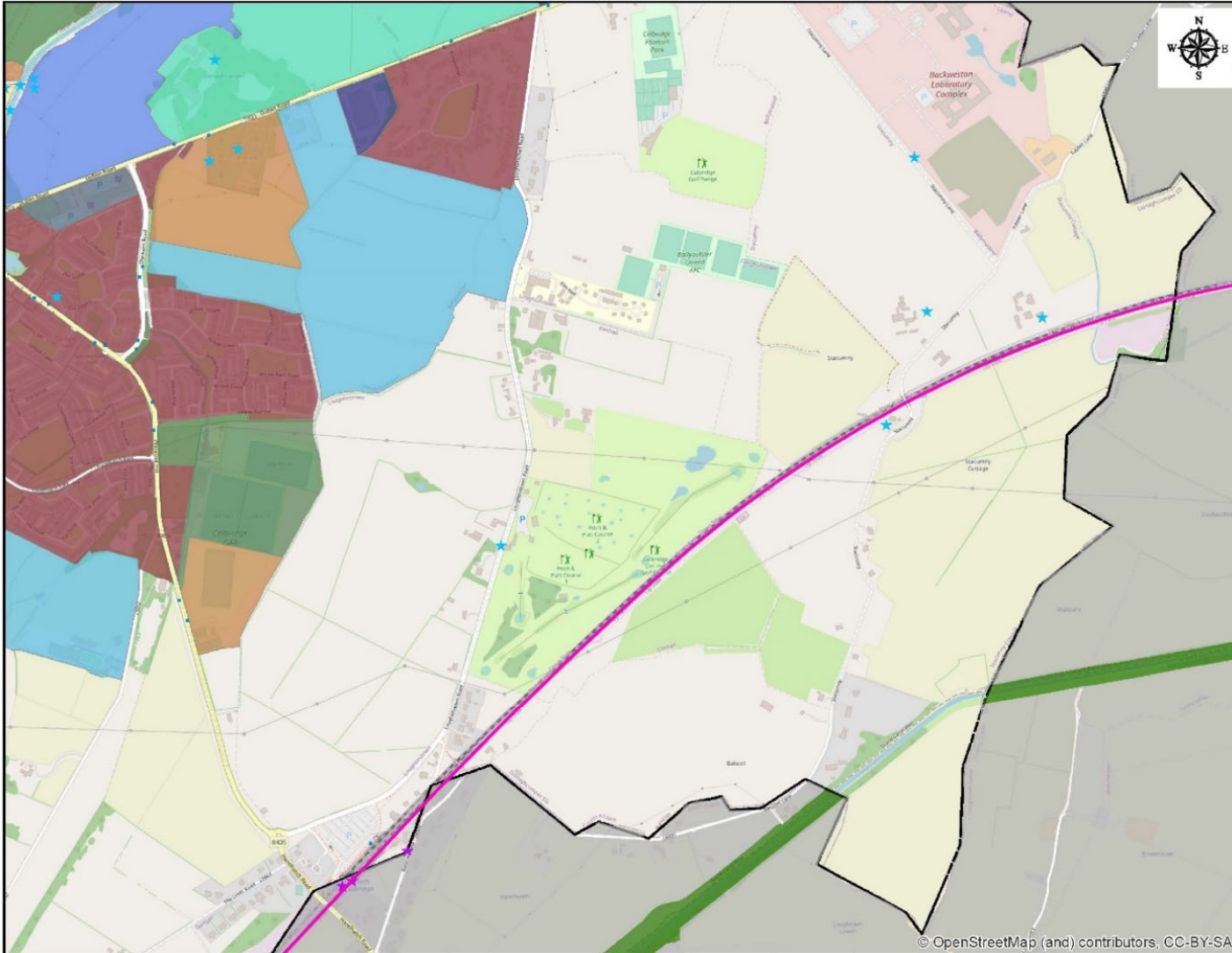
Existing Title: **County Development Plan Zoning Map 08 of 10**

Drawing File Name: **DP-04-23-DW-0-EX-TTA-23750**

Version: **101**

Sheet: **08**

DO NOT SCALE USE DIMENSION LINES ONLY



- Legend**
- Rail Network Centreline
  - County Boundary
- South Dublin County Council  
Development Plan 2016 -2022**
- OS: To preserve and provide for open space and recreational amenities
  - RU: To protect and improve rural amenity and to provide for the development of agriculture
- South Dublin County Council  
Record of Protected Structures**
- South Dublin County Council Record of Protected Structures
- Celbridge Local Area Plan 2017-2023**
- P1: Agricultural
  - C6: Commercial and Tourism
  - S1: Community and Educational
  - R2: Existing Residential / Infill
  - M3: Neighbourhood Centre
  - R1: New Residential
  - G1: Open Space and Amenity
  - G3: Strategic Open Space
  - M2: Town Centre
- Kildare Record of Protected Structures

© OpenStreetMap (and) contributors, CC-BY-SA

© 2016-2022. This zoning is a development and the copyright is owned by the Council. This zoning is not to be used, copied or otherwise reproduced in any form or by any means without the prior permission of the Council. Data Source: Ireland Planning Database, submitted by the Department of Housing, Planning, and Local Government, An Bord Pleanála, Dublin City Council, South Dublin County Council, Finghian County Council.

The contents of this map are the sole responsibility of the Council. No liability or other responsibility is accepted by the Council.



Rev	Date	By	Checked	Approved	Description



Drawn by	Checked by	Approved by
Drawn by	Checked by	Approved by

**DART + SOUTH WEST**

**County Development Plan Zoning  
Map 09 of 10**

Project Title: DART + SOUTH WEST

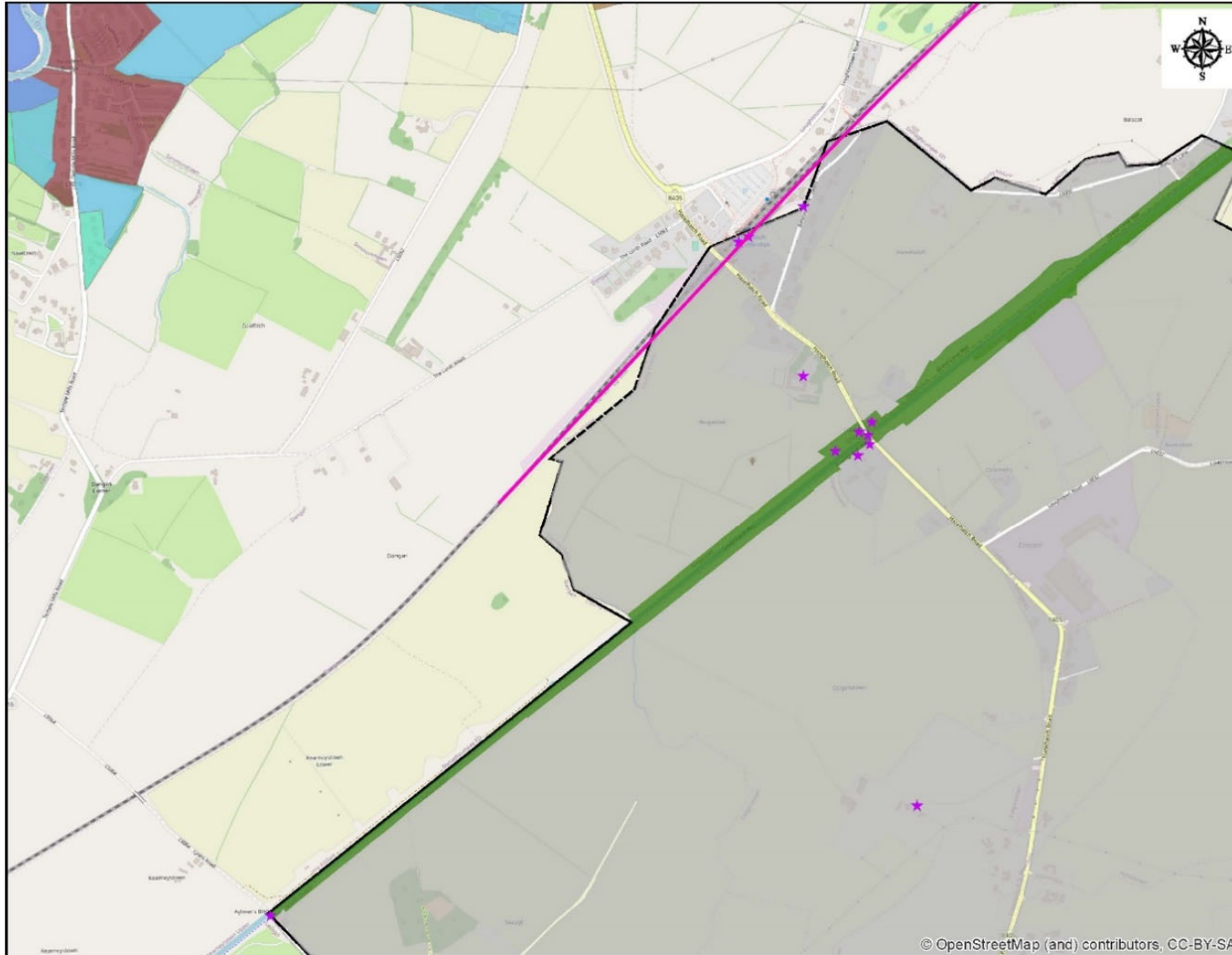
Project ID: 09

Project File Name: DP-04-02-SW-04-VTA-03750

Sheet No: 09 of 10

Scale: 1:500,000 @ A4

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



### Legend

- Rail Network Centreline
- County Boundary

**South Dublin County Council  
Development Plan 2016 -2022**

- OS: To preserve and provide for open space and recreational amenities
- RU: To protect and improve rural amenity and to provide for the development of agriculture
- South Dublin County Council Record of Protected Structures

**Celbridge Local Area Plan 2017-2023**

- P1: Agricultural
- S1: Community and Educational
- R2: Existing Residential / Infill
- R1: New Residential
- G3: Strategic Open Space

© OpenStreetMap (and) contributors, CC-BY-SA

© Technical Drawings: This drawing is confidential and the copyright is owned by the client. The drawing is not to be used, copied or otherwise reproduced or distributed in any form or by any means without the prior permission of Atkins Global. Data source: National Planning Applications Database, the Department of Housing, Planning and Local Government, An Bord Pleanála, Dublin City Council, South Dublin County Council, Malton Landscapes Ltd.

The contents of this drawing are the sole responsibility of Atkins. Atkins will, where necessary, attend the quality of the information.



No.	Date	By	Checked/Approved	Description

**Client**  
Iarnród Éireann  
Irish Rail

**Engineering Designer**  
ATKINS  
Supported by  
RPS

**Project Code**  
019956

**Drawn**  
BY

**Checked**  
CM

**Approved**  
VB

**Project Title**  
DART + SOUTH WEST

**Drawing Title**  
County Development Plan Zoning  
Map 10 of 10

**Drawing File Name**  
DP-04-02-000-EV-TA-03103

**Version**  
V01

**Scale**  
B3

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

Page Left  
Intentionally Blank