
Appendix B

DART+ West public consultation no.2 – Frequently Asked Questions

1. I regularly travel on the Maynooth line/M3 Parkway, what will DART+ West do for me?

Maynooth line customers will benefit from more frequent and reliable services after the project is finished. There is currently a maximum of 6 trains per hour in each direction. After DART+ West is completed, services will have the ability to increase to 12 trains per hour per direction, subject to demand. The capacity projections have been amended since public consultation no.1, based on more detailed railway operating modelling. Also, the type of train you will be travelling on will be different. They will be a DART type electric trains. These trains carry more passengers and are more environmentally friendly than the current diesel-powered trains, contributing to reducing greenhouse gas emissions from the transport sector and supports the Government's Climate Action Plan. The utilisation of DART trains on the Maynooth Line will increase the passenger carrying capacity from c.5,000 to 13,200 passenger per hour per direction subject to passenger demand.

The project will link good quality public transport to sustainable land use management and can also assist in local regeneration, economic development and support the development of new communities along the route. This is a key objective of Project Ireland 2040 and the National Planning Framework. The integration of public transport with sustainable land use planning will reduce the dependency on private car use and ultimately support reductions in greenhouse gas emissions from the transport sector. DART+ West will integrate with other public transport modes (Bus, Luas and the proposed MetroLink) as well as walking and cycling infrastructure. This will have a positive effect on transport patterns and lifestyle choices. The provision of sustainable transport network supports options for where people live, work, study, access services and use public amenities. It can promote more active and healthy modes of travel by supporting people to walk or cycle to public transport links for onward transfer to their end destinations.

2. I regularly travel on the Maynooth/M3 Parkway Line to & from the city centre, what will change during DART+ West construction works?

We will endeavour to maintain weekday passenger services during the construction phase. However, some of the construction works will be undertaken during night time and weekend periods in order to maintain day time passenger services. The public will be advised in advance of any planned disruptions to services and alternative bus services/connections that will be provided when passenger services are impacted. Details of the likely phasing and any potential disruptions to services will be identified as the project progresses.

3. Will any services to stations stop/be affected by the project?

The project will continue to serve all the existing stations along the Maynooth and M3 Parkway lines (including Pelletstown which is under construction). Some DART+ West services will terminate at the new Spencer Dock Station. The main change will be positive as there will be more frequent train services and higher passenger capacity.

4. I live near one of the level crossings, why do they have to close?

There are a number of existing level crossings along the route where rail traffic and road traffic (cars, pedestrians and cyclists) interface. These are located at (east to west) Ashtown, Coolmine, Porterstown, Clonsilla, Barberstown and Blakestown. The level crossings constrain train frequency. For example, Coolmine level crossing is closed for approximately 40 minutes between 08.00-09.00 each weekday for 6 trains per hour per direction. In order to achieve the project objectives of significantly higher train frequencies it is not viable to retain the level

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crossings. (i.e. increasing from 6 trains per hour per direction to 12 trains per hour per direction)

The removal of the level crossings will improve train efficiencies, will enhance safety, and will remove the delays caused by the road / rail interface. Their closure will also remove the periodic blockages on the road system, which are currently very pronounced, especially in the morning and evening peak commuter periods

Where existing usage patterns of the level crossings exhibit significant activity, alternative equivalent access is proposed in the form of bridges and roadworks. We are proposing the following interventions at each of the existing level crossings:

- Ashtown level crossing – Permanent closure with provision of a new vehicular underpass beneath the canal and railway together with a new pedestrian footbridge and lifts at the existing level crossing.
- Coolmine level crossing – Permanent closure with diversion of vehicular traffic to existing crossing points at Castleknock and Diswellstown Road with associated road junction improvements. A new pedestrian and cyclist footbridge will be provided at the existing level crossing and a new station accessibility bridge and lift will be provided within the station.
- Porterstown level crossing - Permanent closure with diversion of vehicular traffic to existing crossing points at Diswellstown Road and the new road bridge at Barberstown with associated road junction improvements. A new pedestrian and cyclist footbridge will also be provided at the existing level crossing.
- Clonsilla level crossing - Permanent closure with diversion of vehicular traffic to existing crossing points at Diswellstown Road and the new road bridge at Barberstown with associated road junction improvements. A new pedestrian and cyclist footbridge will also be provided at the existing level crossing.
- Barberstown level crossing – Permanent closure with provision of a new vehicular bridge over the canal and railway linking the Barnhill – Ongar Link Road to the R121 Kellystown Road.
- Blakestown level crossing – Permanent closure. Levels of pedestrian and vehicular traffic do not justify provision of replacement infrastructure.

5. What is the timeline for commencement of construction?

Subject to the Railway Order being successfully granted by An Bord Pleanála it is expected that construction stage work is expected to commence in 2023 and will be completed/operational in 2027.

6. My house backs on to the existing railway line. What will the impact be?

Construction Phase

In order to maintain services during the day, the majority of on track construction works along the railway line itself will take place at night. Works outside of the live railway corridor can progress during the day (i.e. construction of bridges associated with level crossing replacements, the construction of the depot, substations, construction compounds). Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced for those in close proximity to the railway line caused by noise, lighting or fencing/hoarding erected associated with the construction activities. The types of construction work required at each specific location will determine the type of impact

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that may affect the area/your property. However, there will be general linear works required along the full length, such as:

- Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network.
- Modifications to the existing rail bridges such as modifications to the structure, track lowering or a combination of both.
- Substations will be required at a number of specific intervals along the rail line to provide power to the network.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.

Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project. Upon appointment of a construction contractor a dedicated Community Liaison Officer will be put in place to communicate details of upcoming works and every potential mitigation will be put in place to minimise the disruption that may occur.

Operational Phase

During the operational phase, trains will operate at a higher frequency, but greenhouse gas emissions will reduce significantly. As part of the environmental impact assessment, all likely significant effects during both the construction and operational phases will be identified and detailed. Where necessary mitigation measures will be introduced if deemed necessary.

7. Parking is already challenging in the vicinity of these stations. Will there be an increase in parking facilities?

The objectives of the DART+ West project is to increase capacity and electrify the line. Additional car parking facilities are not within the scope of the DART+ West project. However, Iarnród Éireann's Network Enhancement Division and the National Transport Authority's Park & Ride Development Office are working on other projects to deliver enhanced parking at stations, for cars and bicycles in parallel to DART+ West.

8. How will the needs of those with sensory and mobility impairments be catered for in the new system?

Accessibility is an important aspect of the design of the DART+ West. Together, DART+ West and Iarnród Éireann's ongoing Accessibility Programme will continue to improve access to persons with reduced & impaired mobility and passengers with sensory impairments.

9. Why is a new depot required?

In order to support the DART+ West project, a new depot needs to be provided. The new depot will service and maintain the new DART+ electrical carriages.

Iarnród Éireann estimate that there will be approximately 100 staff employed at the depot to support the maintenance functions, together with accommodating approximately 50 drivers. All buildings will be designed to Nearly Zero Energy Building (NZEB) design code. This will result in very low (if not zero) energy consumption. The design will incorporate energy efficiency, renewable energy sources and environmental improvement measures to a high industry standard.

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10. As the depot is very near Kilcock Station, can DART+ West not be extended to Kilcock?

The Transport Strategy for the Greater Dublin Area (2016-2035) has concluded that the DART+ will extend to Maynooth / M3 Parkway. The outer areas of the Greater Dublin Area and the outer Regions will continue to be served by numbers of diesel train services, albeit at increased frequency. These train services will be augmented by the M4 / N4 regional bus network.

At present, Kilcock Station is a single platform station. Continuation of the DART+ West to Kilcock would require construction of double track along a very narrow railway corridor, necessary overbridge modifications and the reconstruction of Kilcock Station to provide the necessary train infrastructure.

The NTA have commenced a review of the Transport Strategy, which will consider the existing and future demand and changes in demand since the last strategy. It will consider all options for servicing demand along the corridor including rail-based options. Electrification of the Sligo line beyond Maynooth remains an objective of Iarnród Éireann. It has been agreed that the NTA will consider the next phase of electrification on the Sligo Line and the required service levels to meet passenger demand in a review of the Transport Strategy for the Greater Dublin Area. This review is scheduled for the end 2021. It is important to note that the works now proposed along the Maynooth Line will not preclude future electrification of the line to Kilcock and further west.

11. Will this project definitely go ahead?

As well as Iarnród Éireann being committed to this project, it is provided for in the Programme for Government, the National Development Plan and the Transport Strategy for the Greater Dublin Area. Ultimately all projects are dependent on Exchequer funding for financing. Subject to receipt of Railway Order approval from An Bord Pleanála and approval of the Project Business Case by Government, the project will go ahead.

12. Is this project dependent on any other projects proceeding?

The DART+ West project does not depend on any other project in order to advance. It will interface with a number of proposed rail and public transport projects including MetroLink, Bus Connects, other DART+ projects. The project team is working closely with the relevant agencies in order to ensure that projects are developed in a consistent manner and to be consistent with each other.

13. Will this project link with Metrolink?

Yes, a new fully integrated station serving both the DART+ Maynooth Line project and the proposed MetroLink project is proposed to be located off the Phibsborough Road (R108) adjacent to the Royal Canal. Iarnród Éireann and Transport Infrastructure Ireland (TII) are collaborating to provide this new station which will comprise:

- DART+ surface station. The station will have an east- west orientation on both Iarnród Éireann lines (GSR & MGWR);
- MetroLink underground station will have a north- south orientation;
- A shared concourse with full passenger integration; and
- Street level access and public realm improvements.

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- Details of the proposed station location which will be developed as part of the **MetroLink Railway Order**

14. How does the Railway Order application process work?

A railway order application is broadly similar to the planning application process. The project is categorised as Strategic Infrastructure Development (SID) and Iarnród Éireann applies directly to An Bord Pleanála for permission. The railway order application process is set out in the Transport (Railway Infrastructure) Act 2001 as amended by the Strategic Infrastructure Act 2006. Following two phases of public consultation, we will submit the railway order application. Any person or body may make a submission or observation in writing to An Bord Pleanála in relation to the application and / or the Environmental Impact Assessment Report (EIAR) and Appropriate Assessment (AA). The railway order application will include a number of technical documents and project drawings and an EIAR and AA. 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 An Bord Pleanála before a decision on the application is made. We expect that An Bord Pleanála will conduct an oral hearing before they make a decision. At an oral hearing the authors of relevant reports and experts will give evidence on the submissions received and will be available for questioning. Further information on making a submission / observation in writing to the Board and oral hearing procedures are available from the [Board's website](#).

15. Will there be road/bridge closures during the construction stage? How long for?

It is anticipated that there will be road and bridge closures associated with the construction of the DART+ West project. The timing and duration of any closures will be on a case-by-case basis depending on the location and the complexity of the construction works required at that specific location. Details of any road closures, duration and temporary diversions will be developed as part of the environmental impact assessment process and presented in the Environmental Impact Assessment Report (EIAR). In advance of any road closures the DART+ West project will be proactive in publicising planned works and diversionary routes.

16. Where will the substations be located?

A total of twelve electrical substations are necessary at specific locations along the DART+ West route corridor to supply electrical power along the line. The locations are as follows:

1. Docklands	7. Dunboyne
2. Glasnevin	8. M3 Parkway
3. Ashtown	9. Leixlip Confey
4. Castleknock	10. Blakestown
5. Coolmine	11. Maynooth
6. Hansfield	12. depot

17. How close will the new tracks / OHLE / sub-station be to my house/back wall?

In general, the track layout will remain unaltered, therefore trains will be no closer to property boundaries than at present. There will be a track realignment to the west of Maynooth on the approach to the depot.

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18. Will trees need to be cut down?

Some vegetation management and cut back of trees will be required to accommodate the new overhead line electrical equipment (OHLE) and infrastructure. The Environmental Impact Assessment Report (EIAR) will assess the impacts of vegetation removal and propose mitigation measures as appropriate. Tree clearance will be undertaken in accordance with seasonal constraints and where this is not feasible trees will be examined by an ecologist to determine the presence of nesting birds and bats in advance of any felling or clearance. A landscape plan will be developed for the scheme to mitigate impacts.

19. Will you plant trees in my back garden to hide the sight of new OHLE masts?

The DART+ West project will only undertake works within the lands specified within the railway order. Planting on private lands will not form part of the project. A landscape and visual assessments will be undertaken as part of the design and Environmental Impact Assessment (EIA) process. Where the assessments determine that visual screening is required this will be provided within Iarnród Éireann's lands or lands to be acquired by Iarnród Éireann as part of the railway order process.

20. Will my house/wall be damaged during construction?

The works will be undertaken in a manner so as to avoid or minimise impacts on adjoining properties, and it is not anticipated that damage will occur. However, any property required to facilitate the development will be acquired as part of the railway order application process. A condition survey may be required of existing structures and buildings adjacent to the works at certain locations. These will be determined on a case-by-case basis depending on the works required at that location. Should your property be deemed to require a condition survey you will be notified, and your permission sought to conduct the survey. The condition survey would take place at the preconstruction stage to provide assurance to property owners.

21. How will the local community benefit?

The DART+ West project is an exchequer funded railway improvement project specifically intended to improve public transport for communities along the route. This in itself is a significant local community benefit.

DART+ West programme is seeking to significantly increase the frequency and capacity of train services on the Maynooth and M3 Parkway lines. This can be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains. Delivery of this project will support the existing communities along the railway and support future sustainable development. It will serve all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station and Spencer Dock Station using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service that will be provided will provide a viable transport alternative to communities along the route and help encourage people to switch from private car use. This will assist in Ireland reducing greenhouse gas emissions from transport and help combat climate change. The electrification of the rail line will predominantly follow the existing railway corridor.

22. Why is there a need for new roads and bridges as others are already available?

The transport assessment undertaken for the Maynooth Line level crossing closures concludes that a vehicular/cyclist/pedestrian bridge to serve Coolmine communities and the wider area (north and south of the railway/canal corridor) is very important to existing and future traffic management. If the level crossing is closed without the provision of a new relief

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bridge, then the capacity of Diswellstown Road/Dr Troy Bridge would be significantly adversely impacted. Journey times for road users would be increased and future land use development potential would be impacted.

23. Can you advise the proposed DART journey time to Maynooth from Connolly and M3 Parkway to Spencer Dock?

The journey time from Connolly to Maynooth will not be significantly different than today's travel time of approx. 40 minutes whilst M3 Parkway to Spencer Dock travel time will be approx. 30-35 minutes DART+ West is about increasing capacity and transitioning to electrical traction power. Whilst new rolling stock will be deployed, the operational pattern is for all DART+ trains to stop at all stations. Therefore, whilst there may be some efficiency in travel time over today, travel time improvements are unlikely to be significant.

24. What traffic assessment and traffic modelling has been undertaken to inform the assessments?

The Maynooth Line Transport Study (CSEA/Systra, July 2019) is the reference document in relation to the traffic impact appraisal of level crossing closures and the traffic mitigation provided by providing additional bridges across the rail/canal corridor. This is provided in Annex 3.1 of the Preliminary Option Selection Report provided on the Public Consultation website. Section 3 of this report (Page 32) provides information on all automatic traffic counts (35 No.) and junction turning counts (48 No.) undertaken. Figure 3.1 and Figure 3.11 shows the locations of each automatic traffic count and junction turning count. This information was used to calibrate and validate the local area model, to provide an accurate representation of traffic movements within the study area. Section 4.2 of this report (Page 56) details the overall methodology followed in the road based assessment.

25. In relation to Coolmine, what order (of there is one) have the options been discounted?

A multi-criteria analysis (MCA) mechanism was developed on the basis of "Department of Transport Tourism and Sport (DTTAS), Common Appraisal Framework (CAF) for Transport Project and Programmes March 2016" for options assessment. It includes the following six appraisal criteria as follows:

- Economy,
- Safety,
- Integration
- Environment,
- Accessibility and Social Inclusion, and
- Physical Activity

Multi-Criteria Analysis – MCA can be used to describe any structured approach to determine overall preferences among alternative options, where the options should accomplish multiple objectives. The term covers a wide range of techniques that share the aim of combining a range of positive (benefits) and negative (costs) effects in a single framework to allow for easier comparison of alternative options in decision-making (CAF, 2016). The Options assessment process for DART+ West was a two-stage multi-criteria analysis. The first stage, MCA1, identifies options that are not feasible and options which are obviously inferior to others based on the six appraisal criteria. The second stage, MCA 2, is a more detailed assessment of the higher ranked (feasible) options from MCA1. In the case of the Coolmine Level Crossing, eight Options, in addition to the Do Nothing and Do Minimum options, were assessed as part

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of MCA 1. Four of these options were deemed feasible and more advantageous compared to other options based on the CAF criteria. The Do Nothing and Do Minimum options were not deemed feasible. The options brought to MCA 2 were Option 1, Option 3 with Footbridge, Option 4 and Option 6. Following a detailed MCA 2 assessment it was deemed that Option 3 with a footbridge was the emerging preferred option on the balance of the CAF criteria compared to other options considered.

26. Are any topographical surveys being done on the DART+ West route?

Topographical surveys are currently being undertaken along the length of the DART+ West project. These surveys involve taking direct measurements, levels and recording of features. This information will be used to assist in the design and environmental assessment of the project.

Murphy Geospatial have been appointed to undertake these surveys, which are non-intrusive but will require access to public and private lands. Where access to private lands are required contact will be made in advance.

Should you have any queries or concerns regarding these surveys please contact the Community Liaison Officer for this Project Garry Keegan at **(01) 823 5127** or by email at **DARTWest@irishrail.ie**

27. What is the preferred option at Ashtown?

Following feedback received during public consultation no. 2 and reassessment by the project team, DART+ West published a revised preferred option for Ashtown in March 2022. This revised preferred option provides for reconstruction of Ashtown Station and provision of a new universally accessible pedestrian/cyclist footbridge and ramps, largely occupying the footprint of the existing station. The design is proposed to embrace high architectural and aesthetic value and will use steel construction to minimise the visual impact of the proposed works.

Direct stepped access will be provided across the railway at the Ashtown Road for mobility enabled users. Shallow ramps with segregated cycle access are proposed in addition to the stepped access. The proposed new substation will be provided for within the footprint of the station. Access over the railway will be available on a 24hr basis. High quality urban landscaping will be provided on the approaches to the station and throughout.

In addition to replacement non-motorised access at the location of the level crossing, it is proposed to construct a roadway and cycleway passing along Mill Lane, west of the existing mill and associated outbuildings to pass under the canal and railway. This proposed roadway will link into Mill Lane north of the Canal and will accommodate vehicular connectivity between Rathborne/Pelletstown and the Navan Road/M50. The design has been configured to be as open as practicable, incorporating shallow landscaped sideslopes where possible. Furthermore, the heritage setting of Ashtown will be reflected in the finishes to structural elements through the use of masonry to match existing walls.

28. What is the preferred option at Coolmine?

The DART+ West project team has considered the feedback received from the first round of public consultations and has continued the option selection process. Additional options have been considered and refinements have been made to previous options. A new multi criteria analysis (MCA) was conducted on all options taking account of the submissions received from the public, further studies and surveys undertaken and design development. The outcome of this exercise has resulted in the determination of a new preferred option for the Coolmine level

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crossing replacement. The outcome of this exercise resulted in the determination of a few preferred option for Coolmine which was presented during public consultation no. 2. This option for Coolmine level crossing proposes to divert vehicular traffic to existing crossings at Castleknock and Diswellstown Road with associated road junction improvements, to maintain traffic flows for current and future growth projections. The preferred option also involves the construction of a new cycle/foot bridge over the railway and canal at the level crossing.

29. Why can't there be a DART station at Croke Park?

It is not proposed to provide a station at Croke Park under the DART+ West project.

A number of physical and operational constraints exist on the existing railway lines in the Ballybough area reduce the potential for an additional station, and these are presented below:

Physical

On the line to the north of Croke Park the railway is in a restricted area heading east of Ballybough Road towards Connolly and is elevated on a series of bridges and arches and not suited for location of a station. West of Ballybough Road the current gradient and tight curvature of the existing track geometry is not in accordance with standards for the provision of a station. Siting stations and platforms on tight curves introduces large stepping gaps and creates accessibility issues. Furthermore, the elevated nature of the existing railway, which is on a 4-metre-high embankment in this area, would raise issues regarding overlooking and visual impact on adjacent residential properties.

On the line to the south of Croke Park (adjacent to the Royal Canal), the railway east of Ballybough Road is in a tight cutting parallel to the Royal Canal alongside Clonmore Terrace where there is limited space to the railway boundary and is not a suitable place to locate a station. West of Ballybough Road and towards Croke Park there is again a steep gradient issue identified. Impact on surrounding properties would also be an issue with limited space available.

Operational

This section of the railway is a highly congested area with services from the Sligo line, Maynooth line, M3 Parkway line and Phoenix Park tunnel lines all converging on the city centre and it would be particularly disruptive to place a suburban stop in this area on the approach to the city. While some trains currently get held here on approach to the station to stop all suburban services so close to Connolly, an area where we have capacity issues would cause operational disruption impacting on other movements around the Connolly area for example on the northern line. Drumcondra station is only 550m from Croke Park.

30. Where will the compounds be located through the construction period?

A number of temporary and permanent compounds are required along the length of the project. Temporary compounds are generally located adjacent to the site of individual elements of infrastructure that are being constructed, the depot or where major bridge or station works are required. It is envisaged that these compounds will only be required during the construction phase of the project. In addition to the existing maintenance compounds along the route, a requirement for new permanent maintenance compounds have been identified at Navan Road Parkway and the depot whilst the existing maintenance compound at Docklands will be retained but modified.

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Proposed Temporary Construction Compound Locations

Function	Locations
Multi-disciplinary	Docklands, Castleknock, Blakestown, Millfarm, Depot, Dunboyne, M3 Parkway
Stations	Connolly, Ashtown, Coolmine
SET	Cabra Road, Reilly's bridge and Reilly's bridge complementary, Navan Road Parkway, Barberstown,
Permanent Way	Connolly, Glasnevin, Clonsilla, OBG13 Collins bridge, OBG18 Pike bridge and OBCN286 Barnhill bridge
Structures	OBG5 Broombridge, OBG9 Old Navan Road bridge, OBG14 Bridge adjacent to Leixlip Confey Station, OBG16 Louisa bridge; New UBG22A, UBG22B and UBG22C; and New OBG23A
Level crossing	Ashtown, Coolmine, Porterstown, Clonsilla, Barberstown
Substation	Glasnevin, Ashtown, Coolmine, Leixlip Confey, Maynooth, Hansfield

31. Will there be an Environmental Impact Assessment Report (EIAR)?

An EIAR is mandatory for a railway order application and will be prepared for the project. This EIAR will contain detailed analysis of the potential impacts of the proposed project on the existing environment and the mitigation measures proposed. It will include sufficient information to allow the consenting authority, in this case, An Bord Pleanála, to decide on whether consent should be given to the project.

The EIAR will present a description of the existing environment, an assessment of the potential impacts of the scheme, will set out measures to avoid or reduce any adverse impacts and will identify any remaining residual effects. The impacts will be assessed and presented in line with the environmental topics, and in accordance with Transport (Railway Infrastructure) Act 2001 and the EIA Directive 2014/52/EU.

A Screening for Appropriate Assessment (AA) will be undertaken and if deemed necessary a full Appropriate Assessment will be prepared to assess the effects of the project on European sites (Special Areas of Conservation (SAC) and Special Protection Areas (SPA)).

32. Will there be an impact on heritage structures?

The DART+ West project is seeking to modernise the existing railway whilst protecting where possible the existing heritage of the railway. In order to construct the electrification system, certain interventions are required that will impact on specific bridges.

The project team have considered the architectural heritage of all bridge structures in the options assessments and physical interventions to these heritage structures will only be undertaken where absolutely necessary. In most cases works are confined to the railway bridges in proximity to the canal bridges and works will be restricted as much as possible to avoid any potential impact on these structures. An architectural heritage assessment of the proposed development and all protected structures impacted by the proposed works will be undertaken as part of the Environmental Impact Assessment Report.

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33. What is the purpose of the webinars during Public Consultation?

Public participation during the design development process is a key element to the delivery of major infrastructure projects such as DART+ West. This process allows public feedback to be assessed and used in developing the design with knowledge of all issues. The Webinars are there for you to hear directly from the project team on the latest project design updates and ask any questions that you may have. A clear understanding of the project status and design will help you in preparing your submission on the project. View the ways in which you can send in your submission on the [How to Engage page](#) on dartplus.ie.

34. How/where will the process of the Public Consultation be communicated?

Information on the Dart+ West Project and Public Consultation can be found on www.dartplus.ie. All public consultation launches are further highlighted through in-station posters and a leaflet drop along the project route, briefing of elected representatives, email notification to the project database, targeted digital advertising and advertising in print media and on radio where appropriate. Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phone or by written correspondence. For further details see the [How to Engage / Contact Us section](#) on www.dartplus.ie.