

Comhairle Contae Chill Dara
Kildare County Council



Date: 17th May 2023.
Our Ref: ED/1116.

C

Paul Flynn
Iarnoid Eireann
Multi Annual Projects
Network Enhancements
Engineering and New Work Building
Inchicore
Dublin 8

RE: Application for a Declaration of Exempted Development under Section 5 of Planning and Development Act 2000 (as amended) for development at Kildare Town Train Station, Kildare Town, Co. Kildare.

Dear Sir/Madam,

I refer to your correspondence received on 15th April 2024 in connection with the above.

Please find attached declaration made under Section 5 of Planning and Development Acts 2000 (as amended) in this regard.

Yours sincerely,

**Senior Executive Officer,
Planning Department.**



**Declaration of Development & Exempted Development under
Section 5 of the
Planning and Development Act 2000 (as amended).**

ED/1116.

WHEREAS a question has arisen as to whether the works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station, Kildare Town, Co. Kildare, is exempted development,

AS INDICATED on the plans and particulars received by the Planning Authority on 15th April 2024.

AND WHEREAS Paul Flynn a representative from Iarnoid Éireann requested a declaration on the said question from Kildare County Council,

AND WHEREAS Kildare County Council as the Planning Authority, in considering this application for a declaration under Section 5 of the Planning and Development Act 2000 (as amended), had regard to;

- (a) Planning and Development Act 2000 (as amended) and
- (b) Planning and Development Regulations 2001 (as amended); and
- (c) Kildare County Development Plan 2023-2029; and
- (d) Kildare Town Local Area Plan 2023-2029 Section 8.4 Protected Scenic Views and Routes; and
- (e) Documentation received with the application.

AND WHEREAS Kildare County Council has concluded that the development comprises works to which the provisions of the following applies:

- (1) Sections 2, 3, 4 and 5 of the Planning and Development Act 2000 (as amended); and
- (2) The nature, extent and purpose of the works; and
- (3) Article 6 and Article 9 of the Planning and Development Regulations 2001,
- (4) Class 23 of Schedule 2 Part 1 of the Planning and Development Regulations 2001 (as amended)

NOW THEREFORE Kildare County Council, in exercise of the powers conferred on it by Section 5(2)(a) of the Planning and Development Act 2000 (as amended), hereby decides that the works to install a GSM-R telecommunications compound and 15m monopole for properly functioning rail signals and driver communication, at Kildare Town Train Station **is development and is exempted development pursuant to Section 2, 3, 4 and 5 of the Planning and Development Act as amended and Article 6, Article 9 of the Planning and Development Regulations as amended.**

Comhairle Contae Chill Dara
Kildare County Council



Please note that any person issued with a declaration under subsection 2(a) of the Planning and Development Act 2000 (as amended) may on payment to the Board of the prescribed fee, refer a declaration to An Bord Pleanála within 4 weeks of the issuing of the decision.

17th May 2023.


Senior Executive Officer,
Planning Department.

KILDARE COUNTY COUNCIL



PLANNING & STRATEGIC DEVELOPMENT DEPARTMENT

Section 5 referral & declaration on development & exempted development

Planning & Development Act 2000 (as amended)

Reference No. ED/1116

Name Of Applicant(s):	Iarnroid Eireann.
Address Of Development:	Kildare Town Train Station, Kildare Town, Co. Kildare.
Development Description:	GSM-R Train Radio Compound And 15m Monopole.

Introduction

This is a request for a **DECLARATION** under Section 5(1) of the Planning and Development Act 2000 (as amended) to establish whether under Section 5 of the Act the works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station is exempted development.

Site Location

The site is located within the boundaries of Kildare Town Train Station which is c. 500m North of the town centre. There are 2 no. protected structures on the site, the Kildare Railway Station Building (B22-59) and the Foot Bridge (B22-58). The protected structures are less than 85m from the proposed development site.

Description of Proposed Development

The proposal consists of the construction of a GSM – R telecommunications compound and 15m monopole mast within the compound of Kildare Railway Station. The monopole is a 15m tall telecommunications tower and will allow for properly functioning rail signals and driver communication.

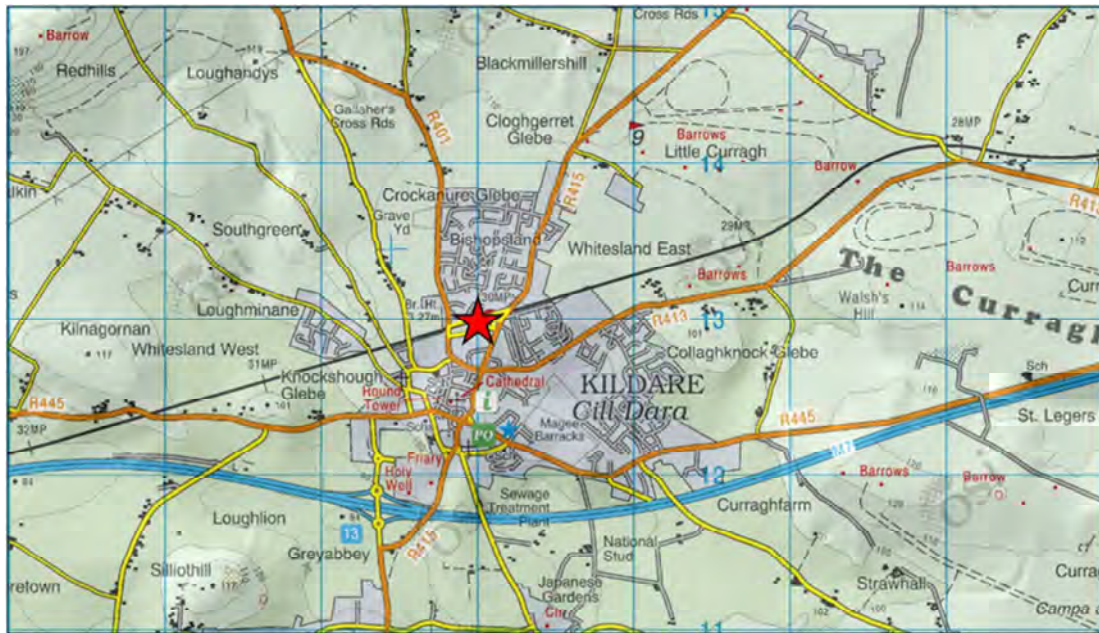


Fig 1: Site Location and context (site is denoted with red star)



Fig 2: Aerial view of subject site (GIS)

Relevant Planning History

- 10/930:** Planning permission **granted** to Iarnród Éireann for the construction of a new pedestrian footbridge with associated stairs and ramps which will connect the two platforms at the station.
- 11/617:** Planning permission **granted** to Iarnród Éireann for the demolition of existing dilapidated secondary structures, the construction of a new single storey, pitched roof, brick structure, to house ticket validation equipment, works to the interior of the existing station building to improve staff facilities and other minor works.

- 13/882** Planning permission **granted** to Iarnród Éireann for internal alterations to existing station house and change of use to office accommodation and for the demolition of existing extension and out buildings (28m²) and for the construction of a single storey extension to the eastern elevation (23m²) with provision for 4 no. rooflights to the proposed extension and for 3 no. roof windows to south elevation and 3 no. roof windows to the north elevation of existing building and for all associated site works.
- ED478:** Re-roofing and painting work to existing railway station building considered to be exempted development.
- ED552:** Subdivision of existing internal room, new kitchen and WC facilities, removal of existing outbuilding contained with courtyard and landscaping of same considered to be exempted development.
- ED857:** Construction of a 2-storey signalling building, approximately 16m x 5m in plan. The proposed structure was to be located close to the eastern boundary of the Train Station Site. That application was accompanied by a legal opinion prepared by Michael O'Donnell BL which details how it is considered to be an exempted development. While it was considered the subject development to be a Class 23 development it was determined by the Planning Authority that Article 9 restrictions on exemption applied in this instance and accordingly the development was considered not to be exempted development.
- ED941:** The erection of Telecommunications Mast (30m tall) at Station View, Kildare Town, land between Station View road and Dunmurray Drive, north of the Train station and railway line. This was sought by a representative of the Dunmurray Drive Residents. It was concluded that the erection of the mast, was not in the operational lands of the station and did not come within the scope of Class 23 of the Planning and Development Regulations, by virtue of the restrictions on exemptions outlined in Article 9 of the said Regulations, being works which would,
- (1) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan.* This was deemed to be development and not exempted development.
- UD8064:** Enforcement notices served in 2022 for the unauthorised erection of mast, enclosure, equipment/utility unit and all associated works on land adjoining northern boundary of Kildare Train Station.

- ED01007:** ED01007: Kildare County Council deemed the increase in the total number of car parking spaces from 135-164 which is a total increase of 29 car parking spaces. This is made up of:
- Relay car park surface with tarmac and repaint car parking spaces. No changes to the carpark level proposed. Speed bumps to be removed.
 - Additional 40no. sheltered bicycle parking spaces.
 - Designated and improved pedestrian and routes within the site. Footpaths to be standard concrete construction with tactile paving at crossing points. Crossing points to be level for pedestrians and delineated with paint. Reflective bollards will be installed at appropriate locations in accordance with DMURS.
 - The existing vehicular entrance walls and associated signage will be demolished and new boundary walls erected in a new position. Materials of new boundary wall to match existing. New pedestrian access point provided. Purpose of alterations is to improve sightlines for vehicles at the station entrance and provide separation of pedestrians and vehicular access. The vehicular entrance will be consolidated, and the overall size of the entrance reduced through this change. Relocated local access only sign. Provision of Kildare Train Station Sign. New road markings to improved entrance.
 - Provision of public lighting independent of the existing platform lighting.
 - Provision of a set down areas for a 53-seater relief bus within the car park.
 - Additional pedestrian and cycle access to the station from the western end of the car park, access to comprise new ramp with railings, tactile paving, and associated retaining wall. New palisade fencing will be erected in this location to match and connect the existing palisade fencing. Security gate to new access.
 - Access to the Per Way gate at the northeastern corner of the car park in maintained.
 - Provision of 2.1m high restriction barrier to car park west of station access road.
 - Mobility Impaired Parking.
 - Surface water/storm drainage

The proposed works were considered to be “development” and exempted development pursuant to Section 4(1)(h) and Section 57(1) of the Planning and Development Act 2001 (as amended) and Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001 (as amended).

and

The hard surface concrete footpath which was proposed to the edge of the protected structure was considered to be development and it is considered that it would materially affect the character of the protected structure (moisture build up) and therefore it was considered NOT to be exempt under Section 57 (1) of the Planning and Development Act 2000 (as amended).

- ED1111:** The construction of a signal, electrical & telecoms maintenance staff support facility was considered to be exempted development.

Planning and Development Act 2000 (as amended)

Section 2(1)

'works' includes any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure.

Section 3(1)

In this Act, 'development' means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land.

Section 5(7) EIA Screening

The proposed development is not specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001(as amended). In any event, it is considered, having regard to nature, size and location, the proposed development would not be likely to have significant effects on the environment. Therefore, EIA is not required.

Planning and Development Regulations 2001 (as amended)

Article 6(1)

Subject to article 9, development of a class specified in column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1.

Article 9 (1)(a)(i)

Restrictions on exemption.

9. (1) Development to which article 6 relates shall not be exempted development for the purposes of the Act—

(a) if the carrying out of such development would—

(vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,

Schedule 2 Part 1 Class 23

Development by Statutory Undertakers

The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking except—

(a) *The construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or*

(b) *The reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.'*

'Any car park provided or constructed shall incorporate parking space for not more than 60 cars.'

Kildare Town Local Area Plan 2023-2029

8.4. Protected Scenic Routes and Views

The County Development Plan has identified a number of important and valued scenic routes and views that warrant protection in and through Kildare Town. These are detailed in Table 8-3 below. The County Development Plan should always be consulted for a definitive list of protected views.

Table 8-4 Protected Views of the Historic Skyline

Scenic View Objectives BHO 3.1

It is an objective of the Council to protect the visual amenity and character of scenic routes and protected views in Kildare Town as identified on Map 8.4 and require a Visual Impact Assessment for development proposals which have the potential to impact on the special character and visual amenity of protected views and scenic routes as part of the development management process.

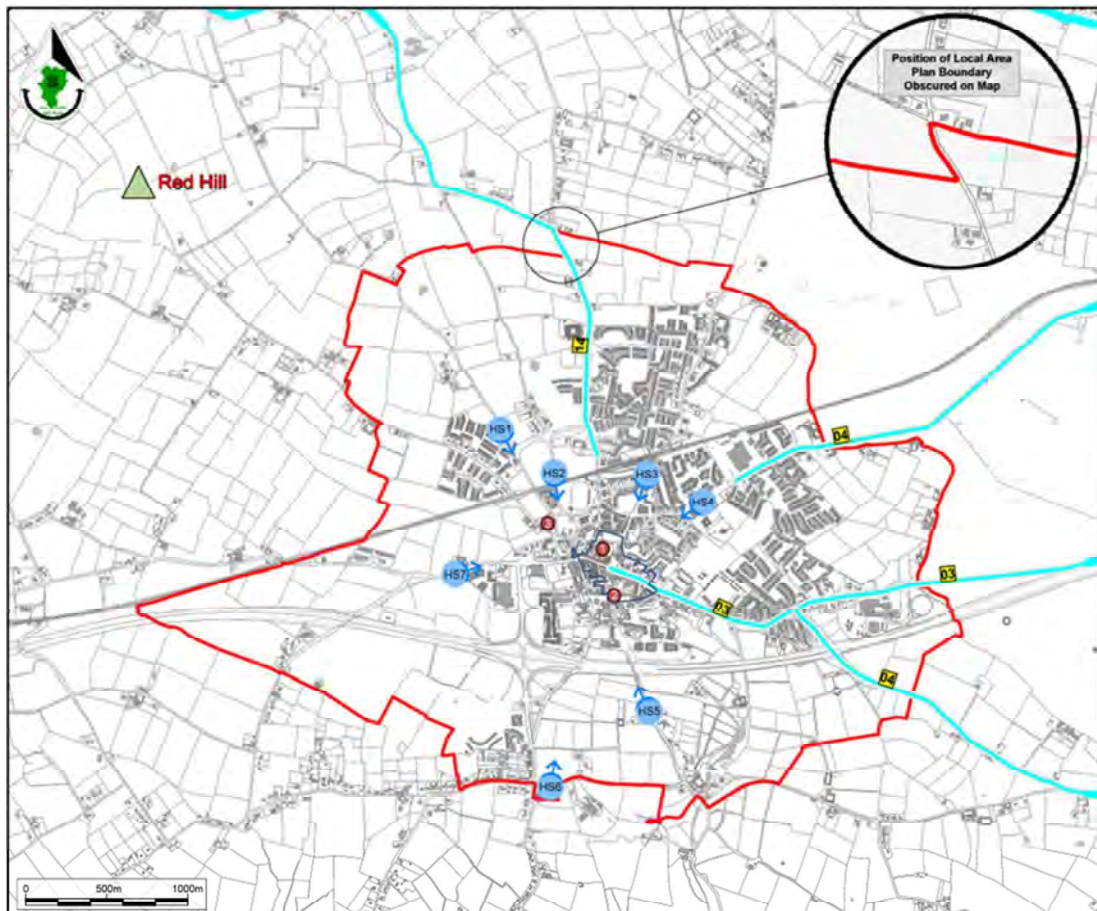


Fig 3: Map 8.4 Kildare Town Local Area Plan 2023 -Scenic Routes and Protected Views

Assessment

The referrer submits the question as to whether the provision of a new GSM-R radio compound and monopole at Kildare train station, mast is or is not development or is or is not exempted development. It is further noted in the application form submitted that the Section 5 Declaration is sought with reference to Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001, as amended.

According to Section 3(1) of the Planning and Development Act 2000

'development' means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land.

Having regard to the nature of the development, the works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station communications structure would be considered development within the meaning of the Act.



Fig 4: Proposed site of GSM-R telecommunications compound and 15m monopole (housing in Dunmurray visible in background).

The subject development may be considered exempt under Class 23 of Schedule 2, Part 1 of the Regulations;

The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking except-

- (a) The construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or
- (b) The reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.'

The proposed monopole will allow for properly functioning rail signals and driver communication which would adhere to Class 23 under 'development required in connection with the movement of traffic by rail in, on, over or under the operational land'. It would

appear that an exemption under Class 23 of Schedule 2 of the Planning and Development Regulations 2001 (as amended) would apply in this case. It is noted that the Planner's Report for ED/00941 accepted this condition.



Fig 5: Site for proposed development (housing in Dunmurray visible in background).



Fig 6: Site for proposed 15m monopole development with adjacent trees of similar height.



Fig 7: View from Dunmurray Drive towards proposed site with trees from Figure 6 visible.

Restrictions on Exemptions

It is noted that the Planning Authority must also consider Article 9 of the Regulations in relation to restrictions on exemptions specifically point (1)(a)(vi)-

Article 9. (1) Development to which article 6 relates shall not be exempted development for the purposes of the Act—

(a) if the carrying out of such development would—

(vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the

variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,

In Figure 3 above; Map 8.4 of the Kildare Town Local Area Plan 2023-2029 it is evident that Scenic route No. 14 is in close proximity to the proposed site. Furthermore in Table 8-4 Protected Views of the Historic Skyline of the Kildare Town LAP it is stated that;

Scenic View Objectives BHO 3.1-

-It is an objective of the Council to protect the visual amenity and character of scenic routes and protected views in Kildare Town as identified on Map 8.4 and require a Visual Impact Assessment for development proposals which have the potential to impact on the special character and visual amenity of protected views and scenic routes as part of the development management process.

It is considered, having regard to the above restrictions and the conclusions in the planner's report for ED/00941, that the proposal will not interfere with the character of the landscape and the views in the area along Scenic Route No. 14.

The Planning Authority is satisfied that with the reduction in height and the new location for the development, the issues regarding protected views have been overcome. It is noted that the new location is within the operational lands of Kildare Train Station.


Conclusion

Having regard to:

- Sections 2, 3, 4 and 5 of the Planning and Development Act 2000 (as amended);
 - Section 8.4 of the Kildare Town Local Area Plan 2023-2029;
 - Articles 6 and 9 of the Planning and Development Regulations 2001 (as amended);
 - Class 23 of Schedule 2 Part 1 of the Planning and Development Regulations 2001 (as amended)
- and
- The nature, extent and purpose of the works;

Recommendation

It is recommended that the applicant be advised that the development as described in the application **IS** development and **IS** exempted development.

Signed: 
Planner: Cian Buckley
Date: 15/05/2024

Signed: 
A/Senior Executive Planner

15/05/2024

A. Brangan

Aoife Brangan

A/SP

17/05/24

Declaration of Development & Exempted Development under Section 5 of the Planning and Development Act 2000 (as amended)

WHEREAS a question has arisen as to whether the works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station is or is not exempted development.

AS INDICATED on the plans and particulars received by the Planning Authority on 15/04/2024

AND WHEREAS Paul Flynn a representative from Iarnróid Éireann requested a declaration on the said question from Kildare County Council,

AND WHEREAS Kildare County Council as the Planning Authority, in considering this application for a declaration under Section 5 of the Planning and Development Act 2000 (as amended), had regard to;

- (a) Planning and Development Act 2000 (as amended); and
- (b) Planning and Development Regulations 2001 (as amended); and
- (c) Kildare County Development Plan 2023-2029; and
- (d) Kildare Town Local Area Plan 2023-2029 Section 8.4 Protected Scenic Views and Routes.

AND WHEREAS Kildare County Council has concluded that the proposal comprises of development to which the provisions of the following applies:

- (1) Sections 2, 3, 4 and 5 of the Planning and Development Act 2000 (as amended); and
- (2) The nature, extent and purpose of the works; and
- (3) Article 6 and Article 9 of the Planning and Development Regulations 2001,
- (4) Class 23 of Schedule 2 Part 1 of the Planning and Development Regulations 2001 (as amended)

NOW THEREFORE Kildare County Council, in exercise of the powers conferred on it by Section 5(2)(a) of the Planning and Development Act 2000 (as amended), hereby decides that -

The works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station for properly functioning rail signals and driver communication,

is development and **IS EXEMPTED development** pursuant to Section 2, 3, 4 and 5 of the Planning and Development Act as amended and Article 6, Article 9 of the Planning and Development Regulations as amended.

Please note that any person issued with a declaration under Section 5 of the Planning and Development Act 2000 (as amended) may on payment to the Board of the prescribed fee, refer a declaration to An Bord Pleanála within 4 weeks of the issuing of the decision.

Appendix 1: Appropriate Assessment Screening

<p style="text-align: center;">APPROPRIATE ASSESSMENT SCREENING REPORT AND DETERMINATION</p>

(A) Project Details	
Planning File Ref	ED1116
Applicant name	Paul Flynn, Iarnróid Éireann
Development Location	Kildare Train Station
Site size	2.63ha
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	The site is c 4.2km from Pollardstown Fen SAC
Description of the project/proposed development – Installation of a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station is exempted development for properly functioning rail signals and driver communication.	

(B) Identification of Natura 2000 sites which may be impacted by the proposed development	
	<p style="text-align: center;">Yes/No</p> <p>If answer is yes, identify list name of Natura 2000 site</p>

			likely to be impacted.
1	Impacts on sites designated for freshwater habitats or species. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carlton Valley, Pollardstown Fen, Ballynafagh lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i>	No
2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carlton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i>	No
3	Impacts on designated terrestrial habitats. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carlton Valley, Pollardstown Fen, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i>	No
4	Impacts on birds in SPAs <u>Sites to consider:</u> Poulaphouca Reservoir	<i>Is the development within a Special Protection Area, or within 5 km of same?</i>	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G) SCREENING CONCLUSION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Name:	Cian Buckley	
Position:	Graduate Planner	
Date:	15/05/2024	

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL



Director of Services Order

I, Alan Dunney, Director of Services, am duly authorised and delegated by Chief Executive's Order number: CE48043 to make the following Order in accordance with Section 154 of the Local Government Act, 2001, as amended.

ORDER NO: DO52789 **Section:** Planning

SUBJECT: ED1116
Paul Flynn, representative from Iarnróid Éireann, Multi Annual Projects, Network Enhancements, Engineering & New Work Building, Inchicore, Dublin 8. Exempt Development Application for proposed GSM-R train radio compound and 15m monopole at Kildare train station, Kildare Town, Co. Kildare.

SUBMITTED: ED1116 with recommendation from the A/Senior Executive Planner and reports from the Council's Technical Officers.

ORDER: *Qtb* **I hereby order the following** Kildare County Council, in exercise of the powers conferred on it by Section 5(2)(a) of the Planning and Development Act 2000 (as amended) hereby decides that the proposed development is development and is exempted development.

Please note that any person issued with a declaration under subsection 2(a) of the Planning and Development Act (as amended) may on payment to the Board of the prescribed fee, refer a declaration to An Bord Pleanála within 4 weeks of the issuing of the decision.

f MADE THIS 20th 17th AD DAY
OF May YEAR 2024

SIGNED: Alan Dunney
DIRECTOR OF SERVICES

Kildare County Council
Declaration of Exempt Development under Section 5,
of the Planning and Development Act 2000



**Incomplete application forms will
be deemed invalid and returned**

**All responses must be in block
letters**

Section 1	Details of Applicants
------------------	------------------------------

1. Name of Applicant(s) A. Surname FLYNN Forenames PAUL
 Phone No. 0872472039 Fax No.

2. Address IARNRÓID ÉIREANN, MULTI ANNUAL PROJECTS, NETWORK ENHANCEMENTS, ENGINEERING & NEW WORK BUILDING,
INCHICORE, DUBLIN 8. D08 K6Y3.

Section 2	Person/Agent acting on behalf of applicant (if applicable)
------------------	---

1. Name of Person/Agent: Surname..... Forenames.....
 Phone No..... Fax No.....

2. Address.....

Section 3	Company Details (if applicable)
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1. Name of Company IARNRÓID ÉIREANN.....
 Phone No. 017034205 Fax No. N/A

2. Company Reg. No. 119571.....

3. Address CONNOLLY STATION, AMIENS STREET, DUBLIN 1.

Section 4	Details of Site
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1. Planning History of Site..... 10930, 11617, 13882

2. Location of Proposed Development..... KILDARE TRAIN STATION KILDARE.

3. Ordnance Survey Sheet No..... 3660-07

4. Please state the Applicants interest in the site OWNER, OPERATOR

5. Please state the extent of the proposed development..... PROPOSED GSM-R TRAIN RADIO COMPOUND AND 15m MONOPOLE.

THE PLANNING AND DEVELOPMENT REGULATIONS 2001 SCHEDULE 2 PART 1, CLASS 23.
 PROVIDE THAT THE CARRYING OUT BY ANY RAILWAY UNDERTAKING OF DEVELOPMENT
 REQUIRED IN CONNECTION WITH THE MOVEMENT OF TRAFFIC BY RAIL IN, ON, OVER OR
 UNDER THE OPERATIONAL LAND OF THE UNDERTAKING IS EXEMPT DEVELOPMENT.

6. Under what Section of the Planning and Development 2000 and/or what provision of the Planning and Development Regulations 2001 is exemption sought (*specific details required*)

7. Please give a detailed description of the Proposed Development (*Use separate page if necessary*).....

A GSM-R TELECOMMUNICATIONS COMPOUND AND 15m HIGH MONOPOLE IS PROPOSED AT KILDARE TRAIN STATION AS PART OF THE NATIONAL ROLL-OUT OF A NEW DIGITAL TRAIN RADIO COMMUNICATION SYSTEM MANDATED UNDER EU DIRECTIVES ON THE INTEROPERABILITY OF EUROPEAN RAILWAYS (IN COMPLIANCE WITH EUROPEAN DIRECTIVE 96/48/EC).

GSM-R "GLOBAL SYSTEMS MOBILE FOR RAILWAY" IS A REPLACEMENT OF THE CURRENT ANALOGUE TRAIN COMMUNICATION SYSTEM, WHICH IS NOW OBSOLETE.

GSM-R INFRASTRUCTURE WILL ALLOW BETTER COMMUNICATIONS BETWEEN THE TRAIN DRIVER AND SIGNAL CONTROL STAFF LOCATED AT THE NATIONAL TRAIN CONTROL CENTRE AT HEUSTON STATION.

THE PROPOSED SITE FOR THE GSM-R COMPOUND AND MONOPOLE IS WHOLLY LOCATED ON CIE/IARNRÓID ÉIREANN LAND ADJACENT THE NORTH PLATFORM AND PEDESTRIAN ACCESS BRIDGE.

Section 5	The following must be submitted for a valid application
------------------	--

(Please Tick)

1.	Site Location Map (1:2500 Rural Areas) (1:1000 Urban Areas)	✓
2.	A Site Layout Plan (Scale 1:500) in full compliance with Article 23 of Planning and Development Regulations 2001	✓
3.	Drawings of the development (Scale 1:50) in full compliance with Article 23 of Planning and Development Regulations 2001	✓
4.	All drawings to differentiate between the original building, all extensions and proposed development	✓
5.	Fee of 80 Euro	✓

Section 6	Declaration
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I, PAUL FLYNN certify that all of the above information is correct and I have submitted all the required documents as outlined at Section 6 above.

Signature: Paul Flynn

Date: 15/04/24

Comhairle Contae Chill Dara
Kildare County Council



Date: 9th September 2024.
Our Ref: ED/1116.

Paul Flynn,
Iarnóid Eireann,
Multi Annual Projects,
Network Enhancements,
Engineering and New Work Building,
Inchicore, .
Dublin 8.

RE: Application for a Declaration of Exempted Development under Section 5 of Planning and Development Act 2000 (as amended) for development at Kildare Town Train Station, Kildare Town, Co. Kildare.

Dear Sir/Madam,

I refer to previous correspondence issued 17th May in connection with the above which stated an incorrect date.

Please find attached declaration amended with the correct date. Apologies for any inconvenience.

Yours sincerely,


Senior Executive Officer,
Planning Department.

Planning Pack Map



CENTRE COORDINATES:
ITM 672988 713056

PUBLISHED:
27/06/2023

ORDER NO.:
50342703_1

MAP SERIES:
1:1,000

MAP SHEETS:
366C-07

COMPILED AND PUBLISHED BY:
National Mapping Division of
Tailte Éireann,
Phoenix Park,
Dublin 8,
Ireland.
D08F6E4
www.tailte.ie

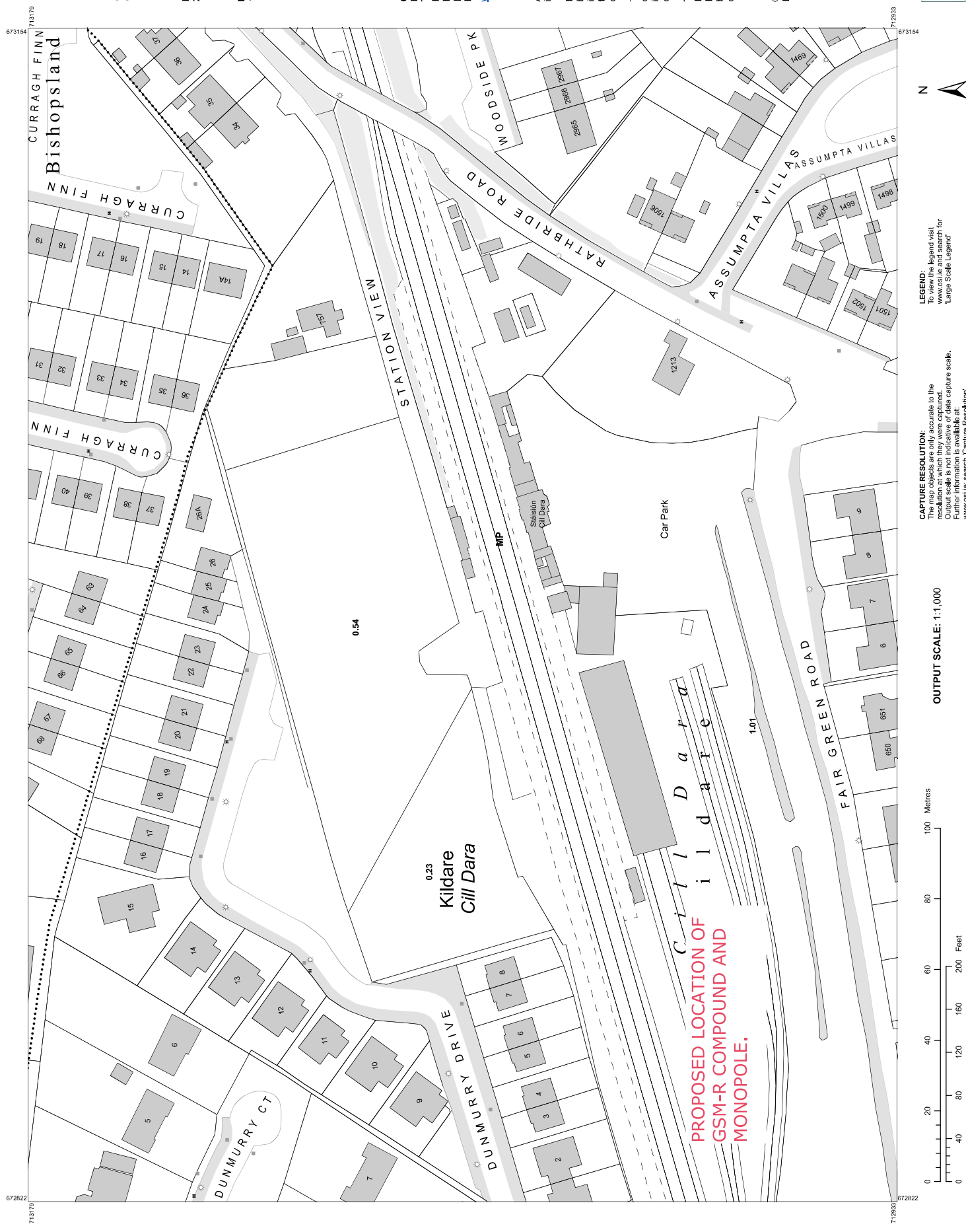
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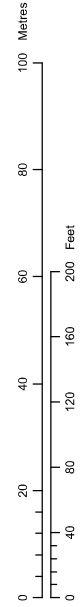
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LEGEND:
To view the legend visit:
www.tailte.ie or
Large Scale Legend

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The map objects are only accurate to the
resolution of the data capture process.
Output scale is not indicative of data capture scale.
Further information is available at:
www.os.ie; search 'Capture Resolution'

OUTPUT SCALE: 1:1,000



Site Location Map



Tailte
Éireann

**CENTRE
COORDINATES:**
ITM 672988 713056

PUBLISHED:
27/06/2023

ORDER NO.:
50342703_1

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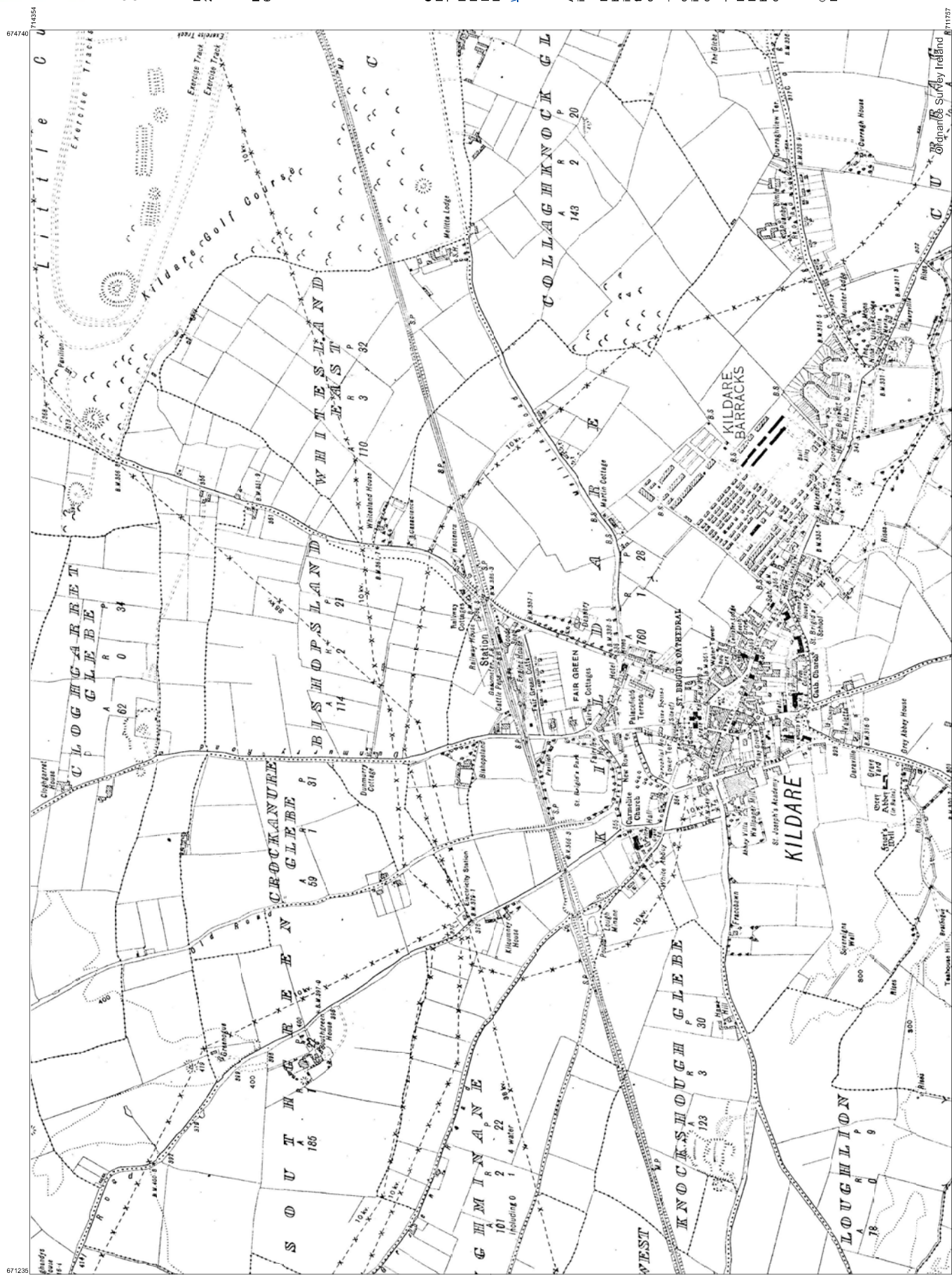
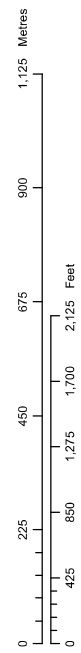
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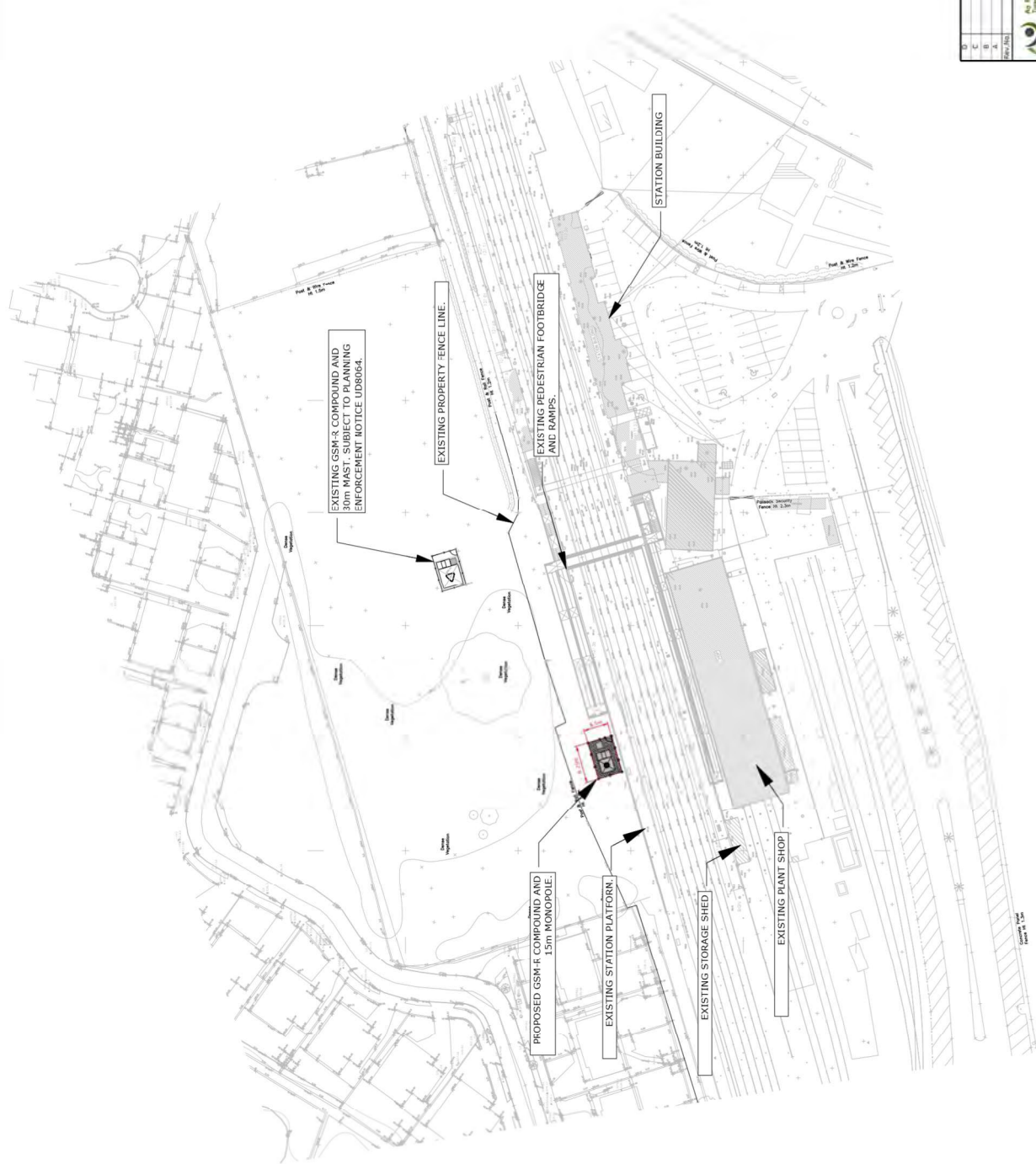
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[illegible]

Comhairle Contae Chill Dara
Kildare County Council



Date: 17th May 2024.
Our Ref: ED/1116.

Paul Flynn,
Iarnóid Eireann,
Multi Annual Projects,
Network Enhancements,
Engineering and New Work Building,
Inchicore,
Dublin 8.

RE: Application for a Declaration of Exempted Development under Section 5 of Planning and Development Act 2000 (as amended) for development at Kildare Town Train Station, Kildare Town, Co. Kildare.

Dear Sir/Madam,

I refer to your correspondence received on 15th April 2024 in connection with the above.

Please find attached declaration made under Section 5 of Planning and Development Acts 2000 (as amended) in this regard.

Yours sincerely,



Senior Executive Officer,
Planning Department.



Declaration of Development & Exempted Development under Section 5 of the Planning and Development Act 2000 (as amended).

ED/1116.

WHEREAS a question has arisen as to whether the works to install a GSM-R telecommunications compound and 15m monopole at Kildare Town Train Station, Kildare Town, Co. Kildare, is exempted development,

AS INDICATED on the plans and particulars received by the Planning Authority on 15th April 2024.

AND WHEREAS Paul Flynn a representative from Iarnród Éireann requested a declaration on the said question from Kildare County Council,

AND WHEREAS Kildare County Council as the Planning Authority, in considering this application for a declaration under Section 5 of the Planning and Development Act 2000 (as amended), had regard to;

- (a) Planning and Development Act 2000 (as amended) and
- (b) Planning and Development Regulations 2001 (as amended); and
- (c) Kildare County Development Plan 2023-2029; and
- (d) Kildare Town Local Area Plan 2023-2029 Section 8.4 Protected Scenic Views and Routes; and
- (e) Documentation received with the application.

AND WHEREAS Kildare County Council has concluded that the development comprises works to which the provisions of the following applies:

- (1) Sections 2, 3, 4 and 5 of the Planning and Development Act 2000 (as amended); and
- (2) The nature, extent and purpose of the works; and
- (3) Article 6 and Article 9 of the Planning and Development Regulations 2001,
- (4) Class 23 of Schedule 2 Part 1 of the Planning and Development Regulations 2001 (as amended)

NOW THEREFORE Kildare County Council, in exercise of the powers conferred on it by Section 5(2)(a) of the Planning and Development Act 2000 (as amended), hereby decides that the works to install a GSM-R telecommunications compound and 15m monopole for properly functioning rail signals and driver communication, at Kildare Town Train Station **is development and is exempted development** pursuant to Section 2, 3, 4 and 5 of the Planning and Development Act as amended and Article 6, Article 9 of the Planning and Development Regulations as amended.

Comhairle Contae Chill Dara
Kildare County Council



Please note that any person issued with a declaration under subsection 2(a) of the Planning and Development Act 2000 (as amended) may on payment to the Board of the prescribed fee, refer a declaration to An Bord Pleanála within 4 weeks of the issuing of the decision.

17th May 2024.


Senior Executive Officer,
Planning Department.



/KildareCountyCouncil

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Comhairle Contae Chill Dara, Áras Chill Dara, Páirc Uí Dhubhuí, An Nás, Co. Chill Dara, W91 X77F
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T 045 980200 • E customerservice@kildarecoco.ie • www.kildarecoco.ie

Iarnród Éireann

Multi Annual Projects,
Network Enhancements,
Eng & New Works Bldg,
Inchicore,
Dublin 8.
D08 K6Y3

Kildare County Council,
Áras Chill Dara,
Devoy Park,
Co. Kildare.

RE: Application for a declaration in accordance with Section 5 of the Planning and Development Act 2000-2002. Regarding a Train Radio Compound and Monopole at Kildare Train Station.

Dear Sir/Madam,

I enclose an application for a declaration in accordance with Section 5 of the Planning and Development Act 2000-2002.

A GSM-R telecommunications compound and 15m high Monopole is proposed at Kildare Train Station as part of the national roll-out of a new digital train radio communication system mandated under EU Directives on the interoperability of European railways (in compliance with European Directive 96/48/EC).


GSM-R "Global Systems Mobile for Railway" is a replacement of the current analogue train communication system, which is now obsolete. GSM-R infrastructure will allow better communications between the train driver and signal control staff located at the National Train Control Centre at Heuston Station.

The proposed site for the GSM-R compound and monopole is wholly located on CIE/Iarnród Éireann land adjacent the north platform and pedestrian access bridge.

The Planning and Development Regulations 2001, Schedule 2, Part 1 Class23. Provide that the carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking is exempt development.

This application has been submitted electronically to plandept@kildarecoco.ie. Payment has been made by EFT on 08/04/18, ref, Section 5 Declaration Fee Irish Rail.

I look forward to your response at your earliest convenience.



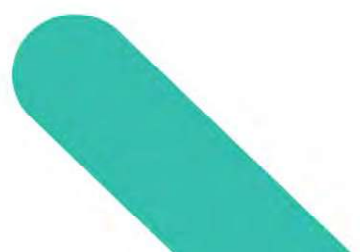
15/04/2024

Paul Flynn

Project Manager at Iarnród Éireann

Article 6 (3) Appropriate Assessment Screening Report

Proposed Monopole,
Kildare Town





DOCUMENT DETAILS

Client: **Iarnród Éireann**

Project Title: **Proposed Monopole Kildare Town, Co. Kildare**

Project Number: **200529-45**

Document Title: **Appropriate Assessment Screening Report**

Document File Name: **AASR F – 2023.12.15 - 200529-45**

Prepared By: **MKO
Tuam Road
Galway
Ireland
H91 VW84**



Rev	Status	Date	Author(s)	Approved By
01	Final	15.12.2023	KM	RW

Table of Contents

1.	INTRODUCTION	2
1.1	Background	2
1.2	Statement of Authority	2
2.	DESCRIPTION OF THE PROPOSED DEVELOPMENT	3
2.1	Site Location	3
2.2	Characteristics of the Proposed Development	3
2.2.1	Description of the project	3
2.2.2	Description of the Baseline Ecological Environment	5
3.	IDENTIFICATION OF RELEVANT EUROPEAN SITES	7
3.1	Identification of the European Sites within the Likely Zone of Impact	7
3.2	Likely Cumulative Impact of the Proposed Works on European Sites, in- combination with other plans and projects	15
4.	ARTICLE 6(3) APPROPRIATE ASSESSMENT SCREENING STATEMENT AND CONCLUSIONS	20
4.1	Data Collected to Carry Out Assessment	21
4.2	Concluding Statement	21
	BIBLIOGRAPHY	22

TABLE OF TABLES

<i>Table 3-1 Identification of Designated sites within the Likely Zone of Impact</i>	<i>9</i>
<i>Table 3-2 Review of plans</i>	<i>17</i>

TABLE OF FIGURES

<i>Figure 2-1 Site Location</i>	<i>4</i>
<i>Figure 3-1 European designated sites</i>	<i>8</i>

TABLE OF PLATES

<i>Plate 2-1 Dry Meadows and Grassy Verges habitat where the monopole is proposed with the railway track adjacent</i>	<i>6</i>
<i>Plate 2-2 Hedgerow located north of the proposed site containing predominantly Bramble</i>	<i>6</i>

1. INTRODUCTION

1.1 Background

MKO has been appointed to provide the information necessary to allow the competent authority to conduct an Article 6(3) Screening for Appropriate Assessment of a proposed monopole located adjacent to Kildare rail station, Kildare town, Co. Kildare.

Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). Where it cannot be excluded that a project or plan, either alone or in combination with other projects or plans, would have a significant effect on a European Site then same shall be subject to an appropriate assessment of its implications for the site in view of the site's conservation objectives. The current project is not directly connected with, or necessary for, the management of any European Site consequently the project has been subject to the Appropriate Assessment Screening process.

The assessment in this report is based on a desk study undertaken in April of 2023 and a field survey undertaken on the 4th April 2023. It specifically assesses the potential for the proposed development to result in significant effects on European sites in the absence of any best practice, mitigation or preventative measures.

This Appropriate Assessment Screening Report has been prepared in accordance with the European Commission's Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2021) and Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (EC, 2018) as well as the Department of the Environment's Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010) and the Appropriate Assessment Screening for Development Management. Office of the Planning Regulator, Dublin 7, Ireland OPR (2021).

1.2 Statement of Authority

A baseline ecological survey was undertaken on the 4th of April 2023 by Kailan Mitchell (BSc. Env.) of MKO. This report has been prepared by Kailan Mitchell and reviewed by Rachel Walsh (B.Sc.). Rachel has over 3 years' experience in ecological assessment, she has extensive experience undertaking ecological surveys in a range of habitats and has worked on Appropriate Assessment and Ecological Impact Assessment for a wide range of developments.

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Site Location

The site in question is located immediately north of Kildare rail station to the north of Kildare town Co. Kildare. The site is accessed north of the train platform and is located on existing unused grassy verge. The site is bordered by residential buildings to the west and north, the Kildare rail line to the south, and adjoining agricultural land to the east (ITM Grid Ref: X 672921 Y 713039).

The site location is shown in Figure 2-1.

2.2 Characteristics of the Proposed Development

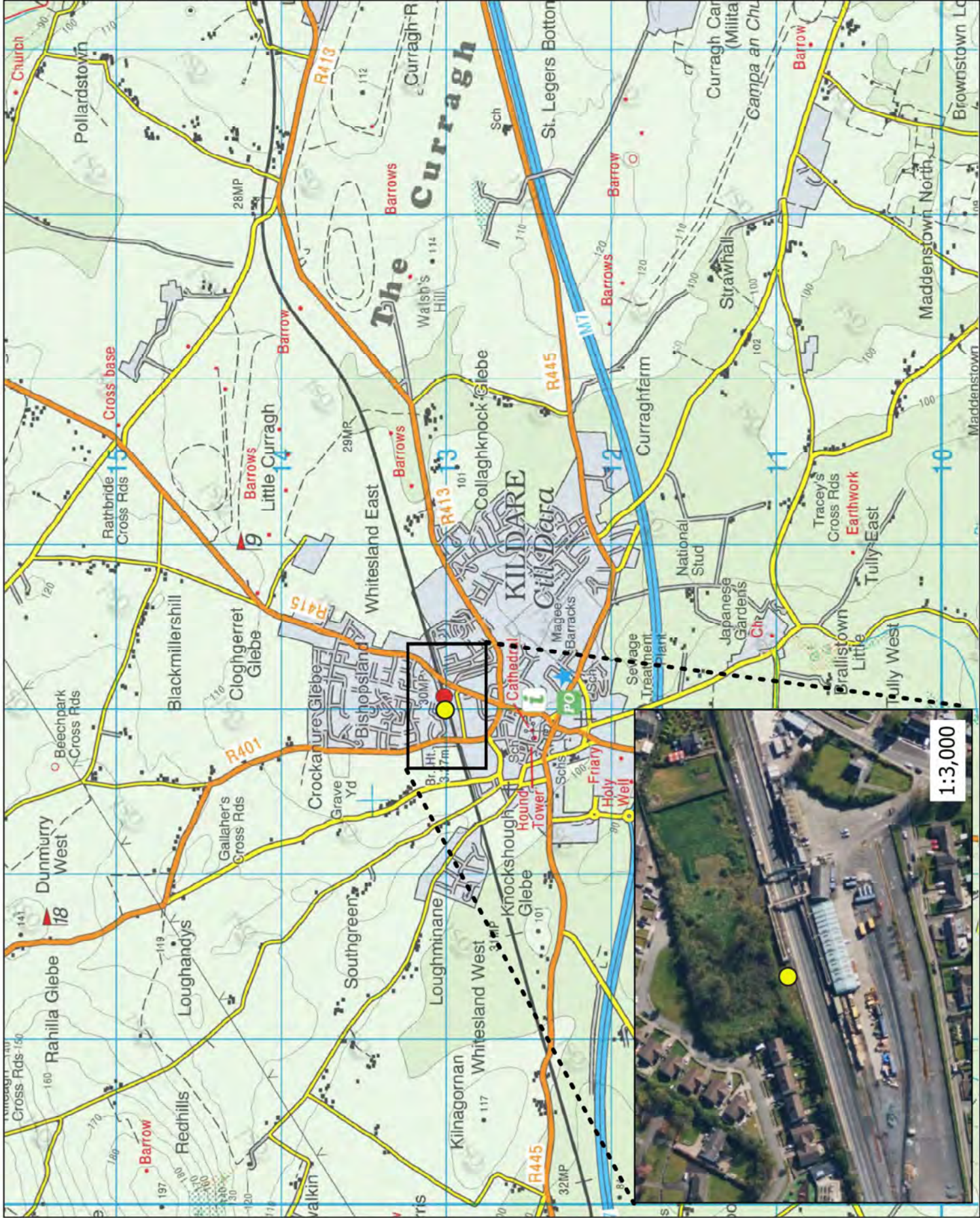
2.2.1 Description of the project

In order to facilitate properly functioning railway signals and driver communication, Iarnród Éireann are proposing the construction of a 15m tall telecommunications mast in the lands immediately north of Kildare rail station.

The installation of the mast will involve the following:

- Excavating to 1.3m for the mast foundation, with excavated material removed from site.
- The installation of formwork reinforcement and the pouring of the mast foundation.
- A ground slab is installed in the same manner for a Comms cabinet.
- The compound is bounded in 2.4m high palisade fencing.
- A duct link to track side Fiber optics and ESB power is installed.
- Earth rods and an earth ring is installed within the compound.
- The finished compound surfacing is pea gravel on an anti-weed membrane.

No lighting is installed on the compound and no beacon is installed on the Monopole. Heras type fencing is temporarily installed around the compound during construction and all materials for the build are stored within for the duration of the works, anticipated at 4 to 6 weeks.



Map Legend

Site location



Site Location

Kildare Station Monopole

Drawn By	KM	Checked By	RW
Project No.	200529	Drawing No.	Figure 2-1
Scale	1:30,000	Date	04/10/2023



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2.2.2

Description of the Baseline Ecological Environment

Assessing the impacts of any project and associated activities requires an understanding of the ecological baseline conditions prior to and at the time of the project proceeding. Ecological baseline conditions are those existing in the absence of proposed activities (CIEEM 2018, updated 2022).

A multidisciplinary walkover survey was conducted on the 4th of April 2023 in line with NRA (2009) guidelines (Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes) by Kailan Mitchell of MKO.

Habitats were identified in accordance with the Heritage Council's '*Guide to Habitats in Ireland*' (Fossitt, 2000). Plant nomenclature for vascular plants follows '*New Flora of the British Isles*' (Stace, 2019), while mosses and liverworts nomenclature follows '*Mosses and Liverworts of Britain and Ireland - a field guide*' (British Bryological Society, 2010).

The proposed site is located on **Dry Meadows and Grassy verges Habitat (GS2)** habitat containing dandelion (*Taraxacum officinale*), Yorkshire fog (*Holcus lanatus*), common sorrel (*Rumex acetosa*), ribwort plantain (*Plantago lanceolata*) and clover (*Trifolium spp.*). To the south is the Kildare rail line, train platform and associated infrastructure categorized as **Buildings and Artificial Surfaces (BL3)** (Plate 2-1).

The site is bordered to the north by a **Hedgerow (WL1)** containing bramble (*Rubus fruticosus agg.*), hawthorn (*Crataegus monogyna*), with some ash (*Fraxinus excelsior*) and Elder (*Sambucus nigra*) occurring throughout (Plate 2-2).

There are no watercourses located within or adjacent to the proposed development boundary. The nearest watercourse is the Tully stream located approximately 2km to the south of the proposed development site.

No species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations, 2011 were recorded during the survey.

No evidence of Annex II protected animal species or Annex I bird species were recorded within the development site. All species recorded are common in the Irish landscape. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed Development site provide significant supporting habitat for any QI/SCI species associated with nearby European Sites.



Plate 2-1 Dry Meadows and Grassy Verges habitat where the monopole is proposed with the railway track adjacent.



Plate 2-2 Hedgerow located north of the proposed site containing predominantly Bramble.

3. IDENTIFICATION OF RELEVANT EUROPEAN SITES

3.1 Identification of the European Sites within the Likely Zone of Impact

The following methodology was used to establish any European Sites upon which there is a potential for a likely significant effect to occur either individually or in combination with other plans and projects as a result of the proposed development:

- Initially the most up to date GIS spatial datasets for European designated sites and water catchments were downloaded from the NPWS website (www.npws.ie) and the EPA website (www.epa.ie) on the 15/12/2023.
- All European Sites that could potentially be affected were identified using a source-pathway - receptor model. To provide context for the assessment, European Sites surrounding the development site are shown on Figure 3.1. Information on these sites according to the site-specific conservation objectives is provided in Table 3-1. Sites that were further away from the proposed development were also considered and no complete source-pathway-receptor chain for significant effect was identified for any other European Site
- The catchment mapping was used to establish or discount potential hydrological connectivity between the site of the proposed development and any European Sites. The hydrological catchments are also shown in Figure 3.1.
- In relation to Special Protection Areas, in the absence of any specific European or Irish guidance in relation to such sites, the Scottish Natural Heritage (SNH) Guidance, 'Assessing Connectivity with Special Protection Areas (SPA)' (2016) was consulted. This document provides guidance in relation to the identification of connectivity between proposed development and Special Protection Areas. The guidance takes into consideration the distances species may travel beyond the boundary of their SPAs and provides information on dispersal and foraging ranges of bird species which are frequently encountered when considering plans and projects.
- Table 3.1, provides details of all relevant European Sites as identified in the preceding steps and assesses the potential for likely significant effects on each.
- The assessment considers any likely direct or indirect impacts of the proposed development, both alone and in combination with other plans and projects, on European Sites by virtue of criteria including the following: size and scale, land-take, distance from the European Site or key features of the site, resource requirements, emissions, excavation requirements, transportation requirements and duration of construction, operation and decommissioning were considered in this assessment.
- The site synopses and conservation objectives of these sites, as per the NPWS website (www.npws.ie), were consulted and reviewed at the time of preparing this report 15/12/2023.
- The potential for the proposed development to result in cumulative impacts on any European Sites in combination with other plans and projects was considered in the assessment that is presented in Table 3.1. Plans and projects considered include those that are listed in Section 3.2 of this report.

Stephen Cunningham

From: Orla Leigh
Sent: 10 April 2024 15:16
To: Stephen Cunningham
Subject: RE: Section 5 payment

Hi Stephen

I can enter a reference number when allocating if that suits you, but I don't need it for my side.

Thanks
Orla

From: Stephen Cunningham <Scunning@kildarecoco.ie>
Sent: Wednesday, April 10, 2024 3:05 PM
To: Orla Leigh <Oleigh@kildarecoco.ie>
Subject: RE: Section 5 payment

Thanks Orla,
I haven't received that application to date but we were informed last week that it was on the way.
Do you need a reference number?
Regards,

Stephen.

From: Orla Leigh <Oleigh@kildarecoco.ie>
Sent: Tuesday, April 9, 2024 1:50 PM
To: Stephen Cunningham <Scunning@kildarecoco.ie>
Subject: Section 5 payment

Hi Stephen

Below was received in our main bank account yesterday, I will allocate to PLG019.

Regards
Orla

Payee Name:	KILDARE CC
Payee IBAN:	IE87 BOFI 9017 [REDACTED]
Originator Name:	MR PAUL FLYNN
Amount:	+ €80.00
Value Date:	08/04/2024
Payment Reference:	SECTION 5
Originator Reference Party:	Not provided by sender
ID code or Originating reference party:	Not provided by sender
Originator ID:	Not provided by sender
Purposes of the Credit Transfer:	Not provided by sender
Payee Reference Party Name:	Not provided by sender
ID code of Payee Reference Party:	Not provided by sender
Remittance Information:	SECTION 5 DECLARATION FEEIRISH RAIL - 15M MONOPOLEAT KILDARE STA



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sin féin, moltar duit gach ríomhphost a scanadh, mar ní ghlacann an Chomhairle aon dliteanas i leith damáiste do do chórais. Le haghaidh eolas ar do chearta príbháideachta agus ar conas a bhainistimid sonraí pearsanta, logáil isteach ar

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Ecological Impact Assessment

Proposed Monopole,
Kildare Town





DOCUMENT DETAILS

Client: **Iarnród Éireann**

Project Title: **Proposed Monopole, Kildare Town**

Project Number: **200529**

Document Title: **Ecological Impact Assessment**

Document File Name: **EclA F - 2023.12.15 - 200529-045**

Prepared By: **MKO
Tuam Road
Galway
Ireland
H91 VW84**



Rev	Status	Date	Author(s)	Approved By
01	Final	15/12/2023	KM	RW

Table of Contents

1. INTRODUCTION	5
1.1 Background	5
1.2 Statement of Authority	5
1.3 Relevant Guidance	5
2. DESCRIPTION OF PROPOSED WORKS.....	6
2.1 Site Location	6
2.2 Proposed Works	6
3. METHODOLOGY.....	8
3.1 Desk Study.....	8
3.2 Field Surveys.....	8
3.2.1 Multi-disciplinary ecological walkover surveys.....	8
3.2.2 Determining Importance of Ecological Receptors	9
3.2.3 Characterisation of Impacts and Effects	9
3.2.4 Determining the Significance of Effects.....	10
4. DESK STUDY	13
4.1 Designated Sites	13
4.2 Biodiversity Ireland Database	18
5. FIELD STUDY.....	20
5.1 Baseline Habitats	20
5.1.2 Significance of Habitats	22
5.2 Fauna.....	22
5.2.1 Birds.....	22
5.2.2 Non-volant Mammals	22
5.2.3 Bats.....	23
5.2.4 Significance of Fauna	24
5.3 Invasive Species	24
6. IMPACT ASSESSMENT.....	25
6.1 Do Nothing Impact.....	25
6.2 Impacts to Habitats	25
6.2.1 Habitat Loss	25
6.3 Impacts to Fauna	25
6.4 Impacts to Water Quality	27
6.5 Biosecurity	27
6.6 Impacts on Nationally Designated Sites	27
7. CONCLUSION	28
BIBLIOGRAPHY	29

TABLE OF FIGURES

Figure 2-1 Site Location	7
Figure 2-2 Layout of the Proposed Development.....	Error! Bookmark not defined.
Figure 4-1 Nationally Designated Sites.....	14

TABLE OF PLATES

Plate 5-1 Dry Meadows and Grassy Verges habitat where the monopole is proposed with the railway track adjacent.....	21
Plate 5-2 Hedgerow located north of the proposed site containing predominantly Bramble.....	21
Plate 5-3 Location of proposed development on Grassy verges (GS2) and Recolonizing Bare Ground (ED3) habitat. The rail tracks to the immediate north are Categorized as Buildings and Artificial Surfaces (BL3)	Error! Bookmark not defined.
Plate 5-4 Evidence of potential badger foraging at Kildare Station.....	Error! Bookmark not defined.
Plate 5-5 Potential badger snuffle hole at Moorefield.....	Error! Bookmark not defined.
Plate 5-6 Hedgerow assigned Moderate value for commuting and foraging bats located north of proposed monopole in Kildare station.....	23
Plate 5-7 Treeline assigned Moderate value for roosting, commuting and foraging bats located west of proposed monopole in Moorefield.....	Error! Bookmark not defined.

TABLE OF TABLES

Table 3-1 Criteria for determining significance of effect, based on (EPA, 2017) guidelines.....	10
Table 4-1 Identification of Nationally Designated sites within 1.5km.....	15
Table 4-2 NBDC records for protected faunal records within 10km square N71.....	18
Table 4-3 Third Schedule Invasive Species in 10km square N71.....	19

INTRODUCTION

Background

MKO has been commissioned to conduct an Ecological Impact Assessment (EcIA) of a proposed telecommunication monopoles located in Kildare village, Co. Kildare.

The EcIA includes an accurate description of all aspects of the proposed works during construction, operation and decommissioning (where relevant). It then provides a comprehensive description of the baseline ecological environment, which is based on an appropriate level of survey work that was carried out in accordance with the most appropriate guidelines and methodologies. The EcIA then completes a thorough assessment of the impacts of the proposed development on biodiversity. Where likely ecologically significant effects are identified, measures are prescribed to avoid or minimise or compensate for such effects.

Statement of Authority

A multidisciplinary ecological survey was undertaken on the 4th of April 2023 by Kailan Mitchell (BSc. Env.) of MKO. This report has been prepared by Kailan Mitchell and reviewed by Rachel Walsh (B.Sc.). Rachel has over 3 years' experience in ecological assessment, she has extensive experience undertaking ecological surveys in a range of habitats and has worked on Appropriate Assessment and Ecological Impact Assessment for a wide range of developments.

Relevant Guidance

In addition, the guidelines listed below were consulted in the preparation of this document to provide the scope, structure and content of the assessment:

- Guidelines for Ecological Impact Assessment in the UK and Ireland. Terrestrial, Freshwater, Coastal and Marine (CIEEM, 2018, updated 2022).
- Guidelines on the information to be contained in Environmental Impact Statements (EPA, 2022).
- Environmental Impact Assessment of National Road Schemes –A Practical Guide (NRA, 2009).
- Guidelines for assessment of Ecological Impacts of National Road Schemes, (NRA, 2009).
- Environmental Assessment and Construction Guidelines (NRA, 2006)

2

DESCRIPTION OF PROPOSED WORKS

2.1

Site Location

The proposed monopole in Kildare village is located immediately north of Kildare Rail Station. The site is accessed north of the train platform and is located on existing unused grassy verge. The site is bordered by residential buildings to the west and north, the Kildare rail line to the south, and adjoining agricultural land to the east (ITM Grid Ref: X 672921 Y 713039).

The site locations are shown in Figure 2-1.

2.2

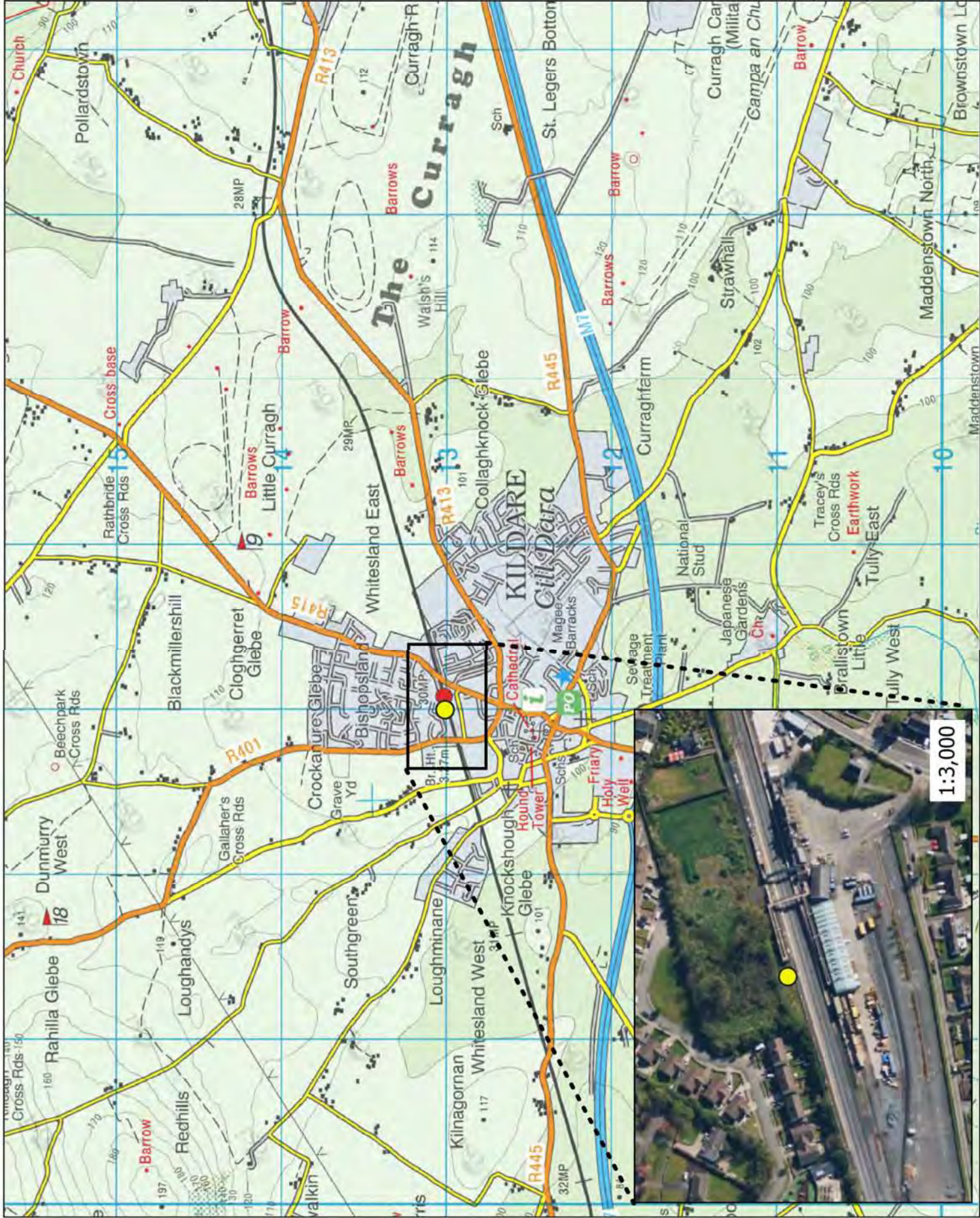
Proposed Works

In order to facilitate properly functioning railway signals and driver communication, Iarnród Éireann are proposing the construction of a 15m tall telecommunications mast adjacent to the railway line.

The installation of the mast will involve the following:

- > Excavating to 1.3m for the mast foundation, with excavated material removed from site.
- > The installation of formwork reinforcement and the pouring of the mast foundation.
- > A ground slab is installed in the same manner as for a comms cabinet.
- > The compound is bounded in 2.4m high palisade fencing.
- > A duct link to track side Fiber optics and ESB power is installed.
- > Earth rods and an earth ring is installed within the compound.
- > The finished compound surfacing is pea gravel on an anti-weed membrane.

No lighting is installed on the compound and no beacon is installed on the monopole. Heras type fencing is temporarily installed around the compound during construction and all materials for the build are stored within for the duration of the works, anticipated at 4 to 6 weeks.



Map Legend

- Site location



Site Location

Drawn By

Project Title

Kildare Station Monopole	
Drawn By	Checked By
KM	RW
Project No.	Drawn No.
200529	Figure 2-1
Scale	Date
1:30,000	04/10/2023



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3 METHODOLOGY

The following sections describe the methodologies followed to establish the baseline ecological condition of the proposed development site and surrounding area. Assessing the impacts of any project and associated activities requires an understanding of the ecological baseline conditions prior to and at the time of the project proceeding. Ecological Baseline conditions are those existing in the absence of proposed activities (CIEEM, 2018, updated 2022).

3.1 Desk Study

A desk study was undertaken to inform this ecological impact assessment. This study includes a thorough review of available information that is relevant to the ecology of the site of the proposed development. This information provides valuable existing data and also helps in assessing the requirement for additional ecological surveys.

The following list describes the sources of data consulted:

- Review of online web-mappers: National Parks and Wildlife Service (NPWS), Environmental Protection Agency (EPA)
- Review of the publicly available National Biodiversity Data Centre web-mapper

3.2 Field Surveys

3.2.1 Multi-disciplinary ecological walkover surveys

Assessing the impacts of any project and associated activities requires an understanding of the ecological baseline conditions prior to and at the time of the project proceeding. Ecological Baseline conditions are those existing in the absence of proposed activities (CIEEM, 2018, updated 2022).

Multi-disciplinary ecological walkover surveys were undertaken on the 4th of April 2023 in accordance with NRA Guidelines on Ecological Surveying Techniques for Protected Flora and Fauna on National Road Schemes (NRA, 2009). This survey provided baseline data on the ecology of the study area and assessed whether further, more detailed habitat or species-specific ecological surveys were required. The multi-disciplinary ecological walkover survey comprehensively covered the entire study area.

The survey design and methodologies were derived from the following best practice guidance documents:

- TII 'Guidelines for the Assessment of Ecological Impacts of National Road Schemes'.
- Department of Environment, Heritage & Local Government 'Appropriate Assessment of Plans and Projects in Ireland'.
- TII 'Guidelines for the Treatment of Bats during the Construction of National Road Schemes'.
- TII 'Guidelines for the Treatment of Otters prior to the construction of National Road Schemes'.
- TII 'Guidelines for the Treatment of Badgers prior to the construction of National Road Schemes'.
- TII 'Best Practice Guidelines for the Conservation of Bats in the Planning of National Road Schemes'.
- TII 'Environmental Impact Assessment of National Road Schemes – A Practical Guide'.
- TII 'Guidance for the Protection and Preservation of Trees, Hedgerows and Scrub prior to during and post construction of National Road Schemes'.

- TII (2020) 'The Management of Invasive Alien Plant Species on National Roads – Technical Guidance' – GE-ENV-01105

The survey was devised to detect the potential presence of protected species with an emphasis on rare and protected flora, terrestrial mammals, birds and potential habitat features that may potentially support protected species such as reptiles, amphibians, invertebrates and aquatic species. Where encountered, features of key ecological interest were recorded using a handheld GPS (Global Positioning Satellite) device and written notes were logged using standard recording sheets. A photographic record of geo-referenced images were taken from the site of all features of interest and as examples of each habitat type, any areas of particular ecological sensitivity and evidence of mammal, bat or bird activity and any examples of other taxa, where possible.

Habitats were classified in accordance with the national habitat classification system used in Ireland – A Guide to Habitats in Ireland (Fossitt (2000)).

The survey had regard to the potential presence of problematic invasive alien species with an emphasis on those species listed on the 'Third Schedule' of Regulations 49 & 50 of the Birds and Natural Habitats Regulations 2011.

A full and comprehensive survey, commensurate with the nature and scale of the works, was achieved.

3.2.2

Determining Importance of Ecological Receptors

The importance of the ecological features identified within the study area was determined with reference to a defined geographical context. This was undertaken following a methodology that is set out in Chapter 3 of the 'Guidelines for Assessment of Ecological Impacts of National Roads Schemes' (NRA, 2009). These guidelines set out the context for the determination of value on a geographic basis with a hierarchy assigned in relation to the importance of any particular receptor. The guidelines provide a basis for determination of whether any particular receptor is of importance on the following scales:

- International
- National
- County
- Local Importance (Higher Value)
- Local Importance (Lower Value)

The Guidelines clearly set out the criteria by which each geographic level of importance can be assigned. Locally Important (lower value) receptors contain habitats and species that are widespread and of low ecological significance and of any importance only in the local area. Internationally Important sites are either designated for conservation as part of the Natura 2000 Network (SAC or SPA) or provide the best examples of habitats or internationally important populations of protected flora and fauna. Specific criteria for assigning each of the other levels of importance are set out in the guidelines and have been followed in this assessment. Where appropriate, the geographic frame of reference set out above was adapted to suit local circumstances. In addition, and where appropriate, the conservation status of habitats and species is considered when determining the significance of ecological receptors.

3.2.3

Characterisation of Impacts and Effects

The proposed development will result in a number of impacts. The ecological effects of these impacts are characterised as per the CIEEM 'Guidelines for Ecological Impact Assessment in the UK and Ireland (2018). The headings under which the impacts are characterised follow those listed in the guidance document and are applied where relevant. A summary of the impact characteristics considered in the assessment is provided below:

- **Positive or Negative.** Assessment of whether the proposed development result in a positive or negative effect on the ecological receptor.
- **Extent.** Description of the spatial area over which the effect has the potential to occur.
- **Magnitude** to size, amount, intensity and volume. It should be quantified if possible and expressed in absolute or relative terms e.g. the amount of habitat lost, percentage change to habitat area, percentage decline in a species population.
- **Duration** is defined in relation to ecological characteristics (such as the lifecycle of a species) as well as human timeframes. For example, five years, which might seem short-term in the human context or that of other long-lived species, would span at least five generations of some invertebrate species.
- **Frequency and Timing.** This relates to the number of times that an impact occurs and its frequency. A small-scale impact can have a significant effect if it is repeated on numerous occasions over a long period.
- **Reversibility.** This is a consideration of whether an effect is reversible within a 'reasonable' timescale. What is considered to be a reasonable timescale can vary between receptors and is justified where appropriate in the impact assessment section of this report.

3.2.4

Determining the Significance of Effects

The ecological significance of the effects of the proposed development are determined following the precautionary principle and in accordance with the methodology set out in Section 5 of CIEEM (2018).

For the purpose of EcIA, 'significant effect' is an effect that either supports or undermines biodiversity conservation objectives for 'important ecological features' or for biodiversity in general. Conservation objectives may be specific (e.g. for a designated site) or broad (e.g. national/local nature conservation policy) or more wide-ranging (enhancement of biodiversity). Effects can be considered significant at a wide range of scales from international to local (CIEEM, 2018).

When determining significance, consideration is given to whether:

- Any processes or key characteristics of key ecological receptors will be removed or changed
- There will be an effect on the nature, extent, structure and function of important ecological features
- There is an effect on the average population size and viability of ecologically important species.
- There is an effect on the conservation status of important ecological habitats and species.

The EPA draft guidelines on information to be included in Environmental Impact Statements (EPA, 2017) and the *Guidelines for assessment of Ecological Impacts of National Road Schemes*, (NRA, 2009) were also considered when determining significance and the assessment is in accordance with those guidelines.

The terminology used in the determination of significance follows the suggested language set out in the Draft EPA Guidelines (2017) as shown in Table 3.1 below.

Table 3.1 Criteria for determining significance of effect, based on (EPA, 2017) guidelines.

Effect Magnitude	Definition
No change	No discernible change in the ecology of the affected feature.
Imperceptible effect	An effect capable of measurement but without noticeable consequences.
Not Significant	An effect which causes noticeable changes in the character of the environment but without significant consequences.

Effect Magnitude	Definition
Slight effect	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate effect	An effect that alters the character of the environment that is consistent with existing and emerging trends.
Significant effect	An effect which, by its character, its magnitude, duration or intensity alters a sensitive aspect of the environment.
Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound effect	An effect which obliterates sensitive characteristics.

As per TII (NRA, 2009) and CIEEM (2019) best practice guidelines the following key elements should also be examined when determining the significance of effects:

1. The likely effects on 'integrity' should be used as a measure to determine whether an impact on a site is likely to be significant (NRA, 2009)
2. A 'significant effect' is an effect that either supports or undermines biodiversity conservation objectives (CIEEM, 2019)

Integrity

In the context of EcIA, 'integrity' refers to the coherence of the ecological structure and function, across the entirety of a site, that enables it to sustain all of the ecological resources for which it has been valued. Impacts resulting in adverse changes to the nature, extent, structure and function of component habitats and effects on the average population size and viability of component species, would affect the integrity of a site, if it changes the condition of the ecosystem to unfavourable.

Conservation status

An impact on the conservation status of a habitat or species is considered to be significant if it will result in a change in conservation status. According to CIEEM (2019) guidelines the definition for conservation status in relation to habitats and species are as follows:

- Habitats – conservation status is determined by the sum of the influences acting on the habitat that may affect its extent, structure and functions as well as its distribution and its typical species within a given geographical area
- Species – conservation status is determined by the sum of influences acting on the species concerned that may affect its abundance and distribution within a given geographical area.

As defined in the EU Habitats Directive 92/43/EEC, the conservation of a habitat is favourable when:

- Its natural range, and areas it covers within that range, are stable or increasing
- The specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future
- The conservation status of its typical species is favourable.

The conservation of a species is favourable when:

- Population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats

- The natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future
- There is and will probably continue to be, a sufficiently large habitat to maintain its population on a long-term basis.

According to the NRA/CIEEM methodology, if it is determined that the integrity and/or conservation status of an ecological feature will be impacted on, then the level of significance of that impact is related to the geographical scale at which the impact will occur (i.e. local, county, national, international).

DESK STUDY

Designated Sites

The potential for the proposed development to impact on sites that are designated for nature conservation was considered in this Ecological Impact Assessment.

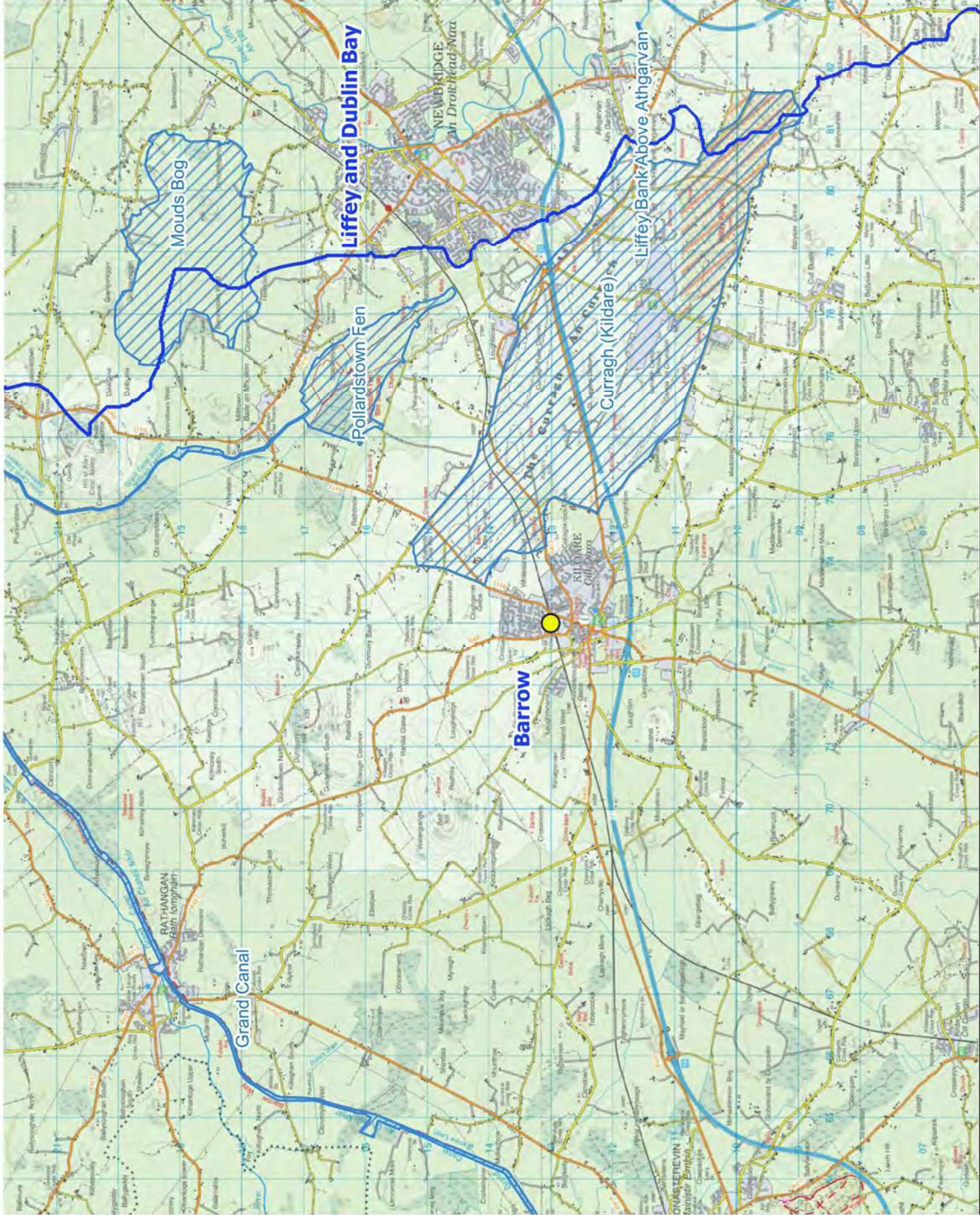
The potential for impact on European Designated Sites is fully assessed in the accompanying AA Screening Report and is not repeated within this document.

Natural Heritage Areas (NHAs) are designated under the Wildlife (Amendment) Act 2000 and their management and protection is provided for by this legislation and planning policy. The potential for effects on these designated sites is fully considered in this EcIA.

Proposed Natural Heritage Areas (pNHAs) were designated on a non-statutory basis in 1995 but have not since been statutorily proposed or designated. However, the potential for effects on these designated sites is fully considered in this EcIA.

The following methodology was used to establish which nationally designated sites have the potential to be impacted by the proposed development:

- Initially the most up to date GIS spatial datasets for all nationally designated sites and water catchments were downloaded from the NPWS website (www.npws.ie) and the EPA website (www.epa.ie) on the 15/12/2023. The datasets were utilized to identify Designated Sites which could feasibly be affected by the proposed development.
- All Nationally Designated Sites surrounding the development site were identified and are shown in Figure 4-1.
- Catchment mapping was used to establish or discount potential hydrological connectivity between the site of the proposed development and any Nationally Designated Sites. The hydrological catchments are also shown in Figure 4-1.
- Table 4-1 provides details of all relevant Nationally Designated Sites as identified in the preceding steps and assesses which, if any, are within the likely Zone of Impact.
- The site synopses for these sites, as per the NPWS website (www.npws.ie), were consulted and reviewed at the time of preparing this report.



Map Legend

- Site location
- National Heritage Area (NHA)
- proposed National Heritage Area (pNHA)
- WFD Catchments

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Nationally Designated Sites

Project Title	Kildare Station & Moorefield Monopole		
Drawn By	KM	Checked By	RW
Project No	200529	Drawn No.	
Scale	1:80,000	Figure 4-1	
Date	04/10/2023		



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Table 4-1 Identification of Nationally Designated sites.

Designated Sites and distance from proposed works	Zone of Impact Determination
Natural Heritage Areas (NHA)	
There are no NHAs within the likely zone of influence of the site.	
Proposed Natural Heritage Areas (pNHA)	
<p>Curragh pNHA [000392]</p> <p>Distance: 1.2km</p>	<p>There is no potential for direct effects as the site is located entirely outside of this pNHA.</p> <p>The pNHA is designated for terrestrial habitats including acidic grassland and dry heath. The site of proposed development is located 1.2km west of the pNHA, there is no connectivity between the proposed development and the pNHA. Given the small scale and nature of the development, no pathway for likely significant effect was identified on the pNHA.</p>
<p>Pollardstown Fen [000396]</p> <p>Distance: 4.2km</p>	<p>There will be no direct effects as the project footprint is located entirely outside the designated site.</p> <p>There are no watercourses located within or adjacent to the proposed development boundary. There is no surface water connectivity between the development site and the pNHA.</p> <p>The proposed development is located within the GWDTE-Pollardstown Fen groundwater body in an area which has a 'Moderate' Groundwater vulnerability. The site of proposed development is located on a raised bank adjacent to the existing rail line. Maximum excavations for the development are 1.3m. It is unlikely that any excavation works will reach the water table. Due to the small-scale and nature of the proposed development and the intervening distance of 1.4km between the proposed site of development and the pNHA, no potential for likely significant effects on the pNHA via</p>

Designated Sites and distance from proposed works	Zone of Impact Determination
	<p>groundwater pathways were identified during the construction and operational phase of the proposed development.</p> <p>The proposed development site is located on existing ecologically low-value habitats alongside an active railway line. There is no supporting habitat for <i>Vertigo</i> species associated with the pNHA. Due to the intervening distance between proposed development site and the pNHA, no likelihood for significant effects via disturbance or displacement was identified during the construction or operational phase of the proposed development.</p> <p>Given the small scale and nature of the development, no pathway for likely significant effect was identified on the pNHA.</p>
<p>Grand canal [002104]</p> <p>Distance: 3km</p>	<p>There will be no direct effects as the project footprint is located entirely outside the designated site.</p> <p>There are no watercourses located within or adjacent to the proposed development boundary. There is no surface water connectivity between the development site and the pNHA.</p> <p>The proposed development is located within the GWDTE-Pollardstown Fen groundwater body in an area which has a 'Moderate' Groundwater vulnerability. The site of proposed development is located on a raised bank adjacent to the existing rail line. Maximum excavations for the development are 1.3m. It is unlikely that any excavation works will reach the water table. Due to the small-scale and nature of the proposed development and the intervening distance of 3km between the proposed site of development and the pNHA, no potential for likely significant effects on the pNHA via groundwater pathways were identified during the construction and operational phase of the proposed development.</p> <p>Given the small scale and nature of the development, no pathway for likely</p>

Designated Sites and distance from proposed works	Zone of Impact Determination
	significant effect was identified on the pNHA.
<p>Mouds Bog pNHA [000395]</p> <p>Distance: 3.9km</p>	<p>There will be no direct effects as the project footprint is located entirely outside the designated site.</p> <p>The pNHA is designated for terrestrial peatland habitats. The site of proposed development is located 3.9km to the south of the pNHA, there is no connectivity between the proposed development and the pNHA. Given the small scale and nature of the development, no pathway for likely significant effect was identified on the pNHA.</p>
<p>Liffey Bank Above Athgarvan pNHA [001396]</p> <p>Distance: 6.3km</p>	<p>There will be no direct effects as the project footprint is located entirely outside the designated site.</p> <p>The pNHA is designated for terrestrial plant species. The site of proposed development is located 6.3km to the south of the pNHA, there is no connectivity between the proposed development and the pNHA. Given the small scale and nature of the development, no pathway for likely significant effect was identified on the pNHA.</p>

Biodiversity Ireland Database

The National Biodiversity Data centre database was accessed on the 18th of April 2023 to search for previous records of protected flora and fauna and invasive species. Table 4-2 lists the protected faunal species recorded within the 10km square N71, which encompasses the proposed development boundaries. Table 4-3 lists Third Schedule invasive plant species recorded within the square.

Table 4-2 NBDC records for protected faunal records within 10km square N71.

Common Name	Scientific Name	Status
Birds		
Barn Owl	<i>Tyto alba</i>	Red list
Corncrake	<i>Crex crex</i>	Annex I, Red list
Common Kingfisher	<i>Alcedo atthis</i>	Annex I
Curlew	<i>Numenius arquata</i>	Red list
Marsh Harrier	<i>Circus aeruginosus</i>	Annex I
Hen Harrier	<i>Circus cyaneus</i>	Annex I
Kestrel	<i>Falco tinnunculus</i>	Red list
Merlin	<i>Falco columbarius</i>	Annex I
Meadow pipit	<i>Anthus pratensis</i>	Red list
Peregrine falcon	<i>Falco peregrinus</i>	Annex I
Golden Plover	<i>Pluvialis apricaria</i>	Annex I, Red list
Goldeneye	<i>Bucephala clangula</i>	Red list
Grey Plover	<i>Pluvialis squatarola</i>	Red list
Grey Wagtail	<i>Motacilla cinerea</i>	Red list
Lapwing	<i>Vanellus vanellus</i>	Red list
Little egret	<i>Egretta garzetta</i>	Annex I
Red Grouse	<i>Lagopus lagopus</i>	Red list
Redshank	<i>Tringa totanus</i>	Red list
Redwing	<i>Turdus iliacus</i>	Red list
Snipe	<i>Gallinago gallinago</i>	Amber list

Common Name	Scientific Name	Status
Stock Dove	<i>Columba oenas</i>	Amber list
Swift	<i>Apus apus</i>	Red list
Whinchat	<i>Saxicola rubetra</i>	Amber list
Woodcock	<i>Scolopax rusticola</i>	Red list
Yellowhammer	<i>Emberiza citronella</i>	Red list
Amphibians and Reptiles		
Smooth Newt	<i>Lissotriton vulgaris</i>	WA
Common Frog	<i>Rana Temporaria</i>	WA, Annex V
Invertebrates		
Marsh fritillary	<i>Euphydryas aurinia</i>	Annex II

Annex II, Annex IV, Annex V - Of EU Habitats Directive, Annex I - Of EU Birds Directive, WA - Irish Wildlife Acts (1976-2017). Amber list/ Red list - Of Birds of Conservation Concern Ireland.

Table 4-3 Third Schedule Invasive Species in 10km square N71

Common Name	Scientific Name
Giant Hogweed	<i>Heracleum mantegazzianum</i>
Japanese Knotweed	<i>Fallopia japonica</i>
American mink	<i>Mustela vison</i>
Brown rat	<i>Rattus norvegicus</i>
Eastern grey squirrel	<i>Sciurus carolinensis</i>
Sika deer	<i>Cervus nippon</i>
Fringed Water-lily	<i>Nymphoides peltata</i>

FIELD STUDY

Baseline Habitats

A multidisciplinary walkover survey was conducted on the 6th of April 2023 in line with NRA (2009) guidelines (Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes) by Kailan Mitchell of MKO. The survey was carried out within the optimum time for habitat surveys (April to September, Smith 2011). Habitats were identified in accordance with the Heritage Council's 'Guide to Habitats in Ireland' (Fossitt, 2000). Plant nomenclature for vascular plants follows 'New Flora of the British Isles' (Stace, 2019), while moss and liverwort nomenclature follow 'Mosses and Liverworts of Britain and Ireland - a field guide' (British Bryological Society, 2010).

The walkover survey was designed to detect the presence, or likely presence, of a range of protected species. Habitats considered to be of ecological significance and having the potential to correspond to those listed in Annex I of the EU Habitats Directive 92/43/EEC were not identified during the walkover survey.

Kildare Station

The proposed site boundary is located on **Dry Meadows and Grassy verges Habitat (GS2)** habitat containing dandelion (*Taraxacum officinale*), Yorkshire fog (*Holcus lanatus*), common sorrel (*Rumex acetosa*), ribwort plantain (*Plantago lanceolata*) and clover (*Trifolium spp.*). To the south is the Kildare rail line, train platform and associated infrastructure categorized as **Buildings and Artificial Surfaces (BL3)** (Plate 2-1).

The site is bordered to the north by a **Hedgerow (WL1)** containing bramble (*Rubus fruticosus agg.*), hawthorn (*Crataegus monogyna*), with some ash (*Fraxinus excelsior*) and Elder (*Sambucus nigra*) occurring throughout (Plate 2-2).

There are no watercourses located within or adjacent to the proposed development boundary. The nearest watercourse is the Tully stream located approximately 2km to the south of the proposed development site.

No species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations, 2011 were recorded during the survey.

No evidence of Annex II protected animal species or Annex I bird species were recorded within the development site. All species recorded are common in the Irish landscape. No habitats listed under Annex I of the EU Habitats Directive were identified within the site boundary. None of the habitats within the Proposed Development site provide significant supporting habitat for any QI/SCI species associated with nearby European Sites.



Plate 5-1 Dry Meadows and Grassy Verges habitat where the monopole is proposed with the railway track adjacent.



Plate 5-2 Hedgerow located north of the proposed site containing predominantly Bramble.

5.1.2

Significance of Habitats

Ecological evaluation follows a methodology that is set out in Chapter 3 of the 'Guidelines for Assessment of Ecological Impacts of National Roads Schemes' (NRA, 2009). The habitats within and adjacent to the development site were evaluated in accordance with the criteria developed by the NRA (2009b), which classifies sites in terms of their ecological importance, i.e. 'international importance', 'national importance', 'county importance', 'local importance (higher value)' or 'local importance (lower value)'.

None of the habitats recorded within the study area correspond to those listed on Annex I of the EU Habitats Directive.

The *Dry Meadows and Grassy verges (GS2)* and *Recolonizing Bare Ground (ED3)* habitats where the proposed monopole is located are assessed as *Local importance (lower value)* as they are sites containing small areas of semi-natural habitats that are of some local importance for wildlife.

Hedgerow (WL1) recorded at Kildare station is local importance (higher value) as it provides some foraging value for local wildlife and connectivity to the wider landscape.

5.2

Fauna

5.2.1

Birds

Birds observed during the site visit included coal tit (*Periparus ater*), rook (*Corvus frugilegus*), wood pigeon (*Columba palumbus*), robin (*Erithacus rubecula*) and blackbird (*Turdus merula*). There will be no loss of significant habitat which support birds as a result of the proposed development.

5.2.2

Non-volant Mammals

A Badger survey was conducted to determine the presence or absence of Badger signs within and outside (areas of identified suitable habitat) the study area. This involved a search for all potential Badger signs as per NRA (2009) (latrines, badger paths and setts).

No badger setts were identified during the survey, however, potential badger activity in the form of potential snuffle holes were identified.

The sites of proposed development do not possess any hydrological features and no suitable habitat for otter, there are no hydrological features adjacent to the sites and no suitable habitat for otter adjacent to or in the vicinity of the sites of proposed development.

No other signs of mammal activity were recorded within or surrounding the proposed development sites.

5.2.3

Bats

During the walkover survey, landscape features on the sites were visually assessed for potential use as bat roosting habitats and commuting/foraging habitats using a protocol set out in BCT *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn.) (Collins, 2016). Table 4.1 of the 2016 BCT Guidelines identifies a grading protocol for assessing structures, trees and commuting/foraging habitat for bats. The protocol is divided into four Suitability Categories: *High, Moderate, Low and Negligible*.

Hedgerow habitat to the north of the proposed monopole at Kildare Station were assessed as *Negligible* for roosting bats and *Moderate* for commuting and foraging bats (Plate 5-6).



Plate 5-3 Hedgerow assigned Moderate value for commuting and foraging bats located north of proposed monopole in Kildare station

5.2.4 Significance of Fauna

There is no suitable habitat within or adjacent to the site boundary for QI species associated with any SAC in the wider area. All fauna recorded during the walkover survey are common and widespread in the wider environment. No species listed under the Annexes of the Habitats Directive were observed. Badger are protected under the Wildlife Act.

No badger setts were found within the works boundary however, they are likely to exist in the wider area. Badgers foraging within and around the proposed development sites are assigned *local importance (higher value)*.

There is no suitable habitat within the works areas for SCI species or birds of greater than *local Importance (higher value)*. Birds which may use vegetated areas outside the works areas would be of *local importance (higher value)*.

Linear landscape features in wider area to the works are likely to be utilised by a bat population of *local importance (higher value)* for commuting and foraging. All bat species are listed on Annex IV of the Habitats Directive.

5.3 Invasive Species

No invasive species listed on the third schedule of the EC (Birds and Natural Habitats) Regulations 2011 S.I. 477/2011 were recorded within the work footprints during the ecological survey.

6. IMPACT ASSESSMENT

6.1 Do Nothing Impact

The existing trackside habitats would remain in their current state and would likely become colonised by scrub through succession.

6.2 Impacts to Habitats

6.2.1 Habitat Loss

The construction of the proposed development will result in the loss of small areas of dry meadows and grassy verges (GS2) habitat and recolonizing bare ground (ED3). The small-scale loss of this highly-localised habitat is not considered significant. There will be no loss of any habitats of higher ecological value.

Mitigation

No mitigation is required.

Residual effects

No significant effects are predicted.

6.3 Impacts to Fauna.

6.3.1.1 Loss of Faunal Habitat

The proposed development is small-scale and highly localised to trackside habitats. Signs of badger foraging were found in the form of a snuffle hole within each works area. The proposed development will result in the loss of some foraging habitat for badger. This is assessed as a *permanent, not significant* impact due to the relatively small area and the wide availability of other suitable foraging habitat in the wider area.

There will be no reduction in bat foraging/commuting habitat as there will be no loss of linear features. Connectivity to the wider landscape will be retained.

No significant loss of faunal habitat is anticipated at any geographic scale as a result of the works.

Mitigation

No mitigation is required.

Residual effects

No significant effects are predicted.

3.1.2 Disturbance & Displacement of Fauna

The proposed development is highly localised and focused on existing low-value habitats. Hedgerows in the vicinity were assessed as *Moderate* commuting and foraging suitability for bats at Kildare station. Evidence of Badger activity in the form of snuffle holes were observed in the area. No evidence of otter was found within the site boundary or in the wider area. There are no watercourses in the vicinity of the proposed development site.

There will be no vegetation clearance required for the proposed works.

There will be no noticeable impact to badger foraging, abundant suitable foraging habitat is present in the wider area and the proposed monopoles do not create a barrier to additional foraging grounds for badger. Temporary lighting will be used during the construction phase of the development. The type of lighting required to carry out the works will be decided by the appointed contractor. The below best practice as regards to disturbance and lighting is recommended.

In the absence of best practice measures, effects via disturbance to fauna as a result of lighting and noise is considered a temporary, slight effect.

Best Practice

- Artificial lighting required in order to carry out the works will be limited where possible.
- Lighting will be downward facing, and care should be taken to direct lighting away from ecologically sensitive features including treelines, hedgerow or watercourses.
- All plant and equipment for use will comply with Statutory Instrument No 359 of 1996
- "European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations 1996".
- All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the works.
- Machines, which are used intermittently, will be shut down during those periods when they are not in use.

Residual effects

After the above measures are implemented, significant effects as regards disturbance to fauna are not anticipated.

6.4

Impacts to Water Quality

The proposed development is highly localised and focused on existing trackside habitats. There are no watercourses located within or adjacent to the development sites. The nearest watercourse to the Kildare Town site is the Tully stream located approximately 2km to the south. No impact via surface water or groundwater pathways were identified.

Mitigation

None required.

Residual effects

No significant effects are predicted.

6.5

Biosecurity

No Third Schedule Invasive Species were identified within or in the vicinity of the development footprints during the ecological survey. There is no importation of soils proposed. The works are small scale and short term and therefore no potential for likely significant impacts to biosecurity were identified.

Mitigation

No mitigation is required.

Residual effects

No significant effects are predicted.

6.6

Impacts on Nationally Designated Sites

The potential for impacts on European Designated Sites is assessed in the accompanying AA Screening Report.

As detailed in Section 4, due to the small, scale, nature and location of the works, there is no potential for significant effect on any Nationally Designated Site located in the wider area as a result of the works.

7. CONCLUSION

Following consideration of the residual effects (post incorporation of best practice measures) it is noted that the proposed developments will not result in any significant effects on the biodiversity, flora and fauna of the existing environment.

Provided that the proposed works are carried out in accordance with the design and best practice that is described within this report, significant effects on biodiversity are not anticipated at any geographical scale.

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