

Clár DART+, An Foirgneamh Innealtoireachta agus Oibreacha Nua, Iarnród Éireann, Inse Chór, Baile Átha Cliath 8, D08 K6Y3.

DART+ Programme, Engineering & New Works Building, Iarnród Éireann, Inchicore, Dublin 8, D08 K6Y3.

E info@irishrail.ie W www.irishrail.ie



An Bord Pleanála
64 Marlborough Street
Dublin 1

Issue by email and post

Date: 22nd October 2021

Our Ref: C7005-CN-RO-101

Attn.: The Secretary

Dear Sir / Madam

**Re.: DART+ Coastal North (Northern Line) Proposed Railway Order
Application under the Transport (Railway Infrastructure) Act, 2001 (as amended)**

CIÉ / Iarnród Éireann request formal commencement of pre-application consultations with An Bord Pleanála, in relation to railway improvement works for DART+ Coastal North, involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station – approximately 56km.

DART+ Programme Objective

Rail is one of the most environmentally sustainable forms of land transport. Iarnród Éireann is committed to reducing energy consumption and lowering CO2 emissions from the overall transport sector, in accordance with the targets set by Government to transition to a low carbon society and address our national climate action requirements under the Paris Agreement.

DART+ is a transformative programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The DART+ Programme also includes the purchase of new train fleet.

The DART+ Programme will deliver frequent, modern, electrified services from Dublin City Centre (Connolly & Spencer Dock) to:

- Maynooth & M3 Parkway (DART+ West);
- Hazelhatch & Celbridge (DART+ South West);
- **Drogheda (DART+ Coastal North – the subject of this letter);** and
- Greystones (DART+ Coastal South).

Iarnród Éireann is currently in formal Pre-Application Consultations with An Bord Pleanála for DART+ West and DART+ South West.

Works required to deliver DART+ Coastal North

The project predominantly involves trackworks, electrification and re-signalling on the Northern Line on sections of the route from East Wall Junction (to the north of Connolly Station) through to Drogheda. The majority of the works are between Malahide and Drogheda where the Northern Line is not currently electrified.

The key elements of the project include:

- Electrification of the Northern Line from Malahide to Drogheda;
- Addressing constraints to support increased frequency of trains;
- Undertaking improvements/re-builds of bridges to achieve vertical and horizontal clearances;
- Re-signalling and improvement of lineside telecommunications, as necessary;
- Power supply upgrades including provision of new substations;
- Provision of stabling infrastructure to maximise efficient rail operations; and
- Re-configuration of Clongriffin Station; Howth Junction Station and Drogheda Station;
- Upgrade of junctions and provision of turnback facilities;
- Re-modelling of Drogheda and Fairview Depots to facilitate commissioning and servicing of the new train fleet.

A set out drawings along the route accompany this letter, outlining the principal infrastructure along the existing railway route corridor.

Preliminary Design

Iarnród Éireann has commenced the design for DART+ Coastal North, with the authorisation and funding of the National Transport Authority. Multi- disciplinary consultants are now engaged to progress the design, to develop a preferred option and to prepare all necessary documentation to facilitate a Railway Order Application to An Bord Pleanála in due course.

Environmental Impact Assessment (EIA) and Railway Order Application

The Transport (Railway Infrastructure) Act 2001 (No. 55 of 2001) as amended, sets out the process required for making an application for a Railway Order.

Section 37(2) lists the required documentation when making an application. This includes a requirement for:

'(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an "environmental impact statement") of the proposed railway works.'

It is therefore a mandatory requirement to submit an Environment Impact Assessment Report (EIAR) with the Railway Order application.

Pre-Application Consultation

It is the purpose of this letter to request a pre-application consultation with An Bord Pleanála, under Section 47B of the Transport (Railway Infrastructure) Act, 2001 (as amended), in relation to the proposed railway works.

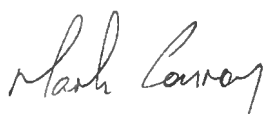
Iarnród Éireann will present the options, design and environmental considerations for the proposed development and address any planning and environmental issues pertinent to An Bord Pleanála.

The fee for a pre-application consultation of €4,500 has been paid to An Bord Pleanála by electronic transfer. Please see attached payment advice note as proof of payment. The payment references DART+ Coastal North for your account reconciliation.

I would welcome confirmation that An Bord Pleanála is agreeable to commencing the formal Pre-Application consultations for DART+ Coastal North and we look forward to a meeting date.

I trust the above is in order, if you have any queries please do not hesitate to contact me directly.

Yours sincerely

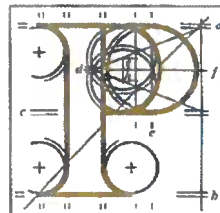
A handwritten signature in black ink, appearing to read 'Paul Wilcock'.

Pp

Paul Wilcock

Programme Manager – DART+ Coastal North

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Iarnrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 27 April 2022

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 31st March, 2022.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

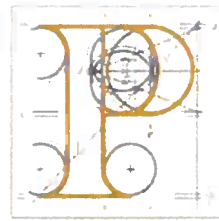
Tell
Glao Áitiúil
Facs
Lálthreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



Colm Reynolds
Iamrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 25th October 2023

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the fifth meeting of the 16th October, 2023.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

Jennifer Sherry

ABP-311802-21

From: SIDS
Sent: Tuesday 26 October 2021 10:40
To: Jennifer Sherry
Subject: FW: Pre-Application Request - CIÉ/Iarnród Éireann DART+ Coastal North
Attachments: 20211022_C7005-CN-RO-101_ABP.pdf, EFT Remittance.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Mark Conroy <Mark.Conroy@irishrail.ie>
Sent: Friday 22 October 2021 15:23
To: SIDS <sids@pleanala.ie>
Cc: Laura Carolan <Laura.Carolan@irishrail.ie>; Paul Wilcock <Paul.Wilcock@irishrail.ie>; 'Gillian Sisk' <Gillian.Sisk@arup.com>; Claire Beedle <Claire.Beedle@arup.com>
Subject: Pre-Application Request - CIÉ/Iarnród Éireann DART+ Coastal North

Dear Sir/Madam

Please see attached CIÉ/Iarnród Éireann letter requesting formal commencement of Pre-Application consultations for DART+ Coastal North, to culminate with the lodgement of a Railway Order Application. Prescribed fee for pre-application consultations has been paid by Electronic Transfer, with reference "DART+ Coastal North" for your account reconciliation.

A soft copy of drawings for the route are available at the following WeTransfer link, as the file size is too large to attach to email. A hard copy of the documentation will issue by post.

<https://we.tl/t-LHzIANWXcZ>

Yours faithfully

Mark Conroy

Infrastructure Environmental Manager

Iarnród Éireann, Engineering Building, CIÉ Works, Inchicore, Dublin 8.

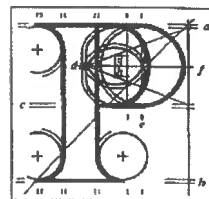
Eircode: D08 K6Y3

☎: +353 1 8585618 📠: +353 87 0565474 ✉: mark.conroy@irishrail.ie 🌐: www.irishrail.ie

*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL: IE 4812851 O,
Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O*

*In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre.
At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours.*

Case Number: ABP-311802-21



An
Bord
Pleanála

Dublin City Council North
Planning & Property Development
Civic Offices
Block 4, Floor 3
Wood Quay
Dublin 8

Date: 29 October 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Miamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

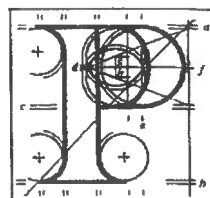
Tell
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1890 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

ir Case Number: ABP-311802-21



An
Bord
Pleanála

Fingal County Council
Planning and Strategic Infrastructure Department
County Hall
Main Street
Swords
Co. Dublin
D67X8Y2

Date: 29 October 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

Tel
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

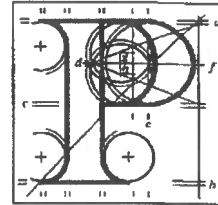
Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maolbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Iarnrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 29 October 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

An Bord Pleanála has received your request to enter into pre-application consultations under section 47B of the Transport (Railway Infrastructure) Act, 2001 as amended in respect of the above mentioned proposed development.

Please be advised that the amendments introduced by the Planning and Development (Amendment) Act, 2010 provide for the Board to recover its costs in conducting pre-application consultations. These costs together with costs incurred by the Board in determining any application made to it will be included in the Board's decision. The Board will offset any application fees paid by the applicant against its costs.

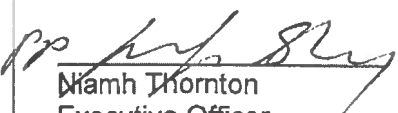
Further advice or details in relation to the above will be provided by the Board at pre-application consultation meetings (if held).

The Board will revert to you in due course in respect of the request.

If you have any queries in the meantime please contact the undersigned office of the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,

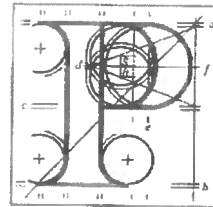

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tell	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde
Balle Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

Louth County Council
County Hall
Millennium Centre
Dundalk
Co. Louth

Date: 02 December 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda


Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

Tel
Glao Áitiúil
Facs
Lálthreán Gréasáin
Riomhphost

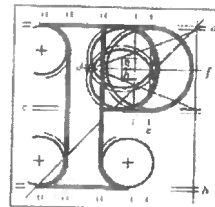
Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Iamrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 02 December 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda


Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

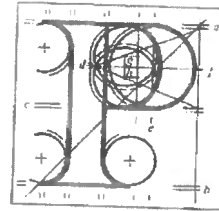
Tell
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email
(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Fingal County Council
Planning and Strategic Infrastructure Department
County Hall
Main Street
Swords
Co. Dublin
K67X8Y2

Date: 02 December 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda

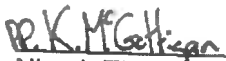
Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

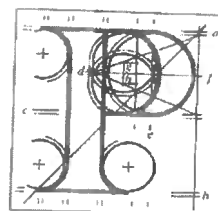
Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email
(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Dublin City Council North
Planning & Property Development
Civic Offices
Block 4, Floor 3
Wood Quay
Dublin 8

Date: 02 December 2021

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station
From East Wall Junction (to the north of Connolly Station) through to Drogheda


Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

NC02

Tel
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

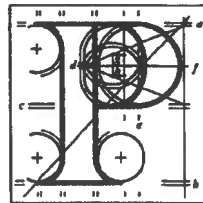
Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

Iarnrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 25 January 2022

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 20th January, 2022.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

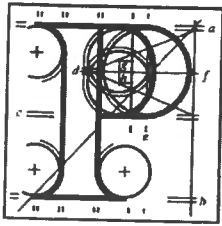
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

Tel	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



An
Bord
Pleanála

Record of Meeting ABP-311802-21 1st meeting

Case Reference / Description	ABP-311802-21 DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station. From East Wall Junction (to the north of Connolly Station) through to Drogheda.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st		
Date	20/01/22	Start Time	11.00 a.m.
Location	MS Teams	End Time	12.15 p.m.

Representing An Bord Pleanála
Ciara Kellett, Assistant Director of Planning (Chair)
Conor McGrath, Senior Planning Inspector
Niamh Thornton, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, DART+ Programme Director
Paul Wilcock, Programme Manager DART+ Coastal North
Kevin Brennan, Project Manager
Rita Monaghan, CIE Solicitor

Laura Carolan, EIA Project Manager
Mark Conroy, EIA and RO Manager
Gillian Sisk, Arup, Project Manager
Clodagh O'Donovan, Arup, RO Lead

The meeting commenced at 11.00 a.m.

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board. The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

Presentation by the prospective applicant:

The prospective applicant opened its presentation with a brief overview of the current Iarnród Éireann network and the DART+ programme. The current network comprises of four principal lines. The Northern Line is the focus of this pre-application consultation as it includes the proposed DART+ Coastal North line.

The current DART network extends from Malahide/Howth to Greystones to along 50km of railway corridor. The DART+ Programme aims to increase the extent of electrification to 150km. The DART+ Programme comprises the following projects:

- Maynooth/M3 Parkway on the Sligo Line (DART+ West)
- Hazelhatch (Celbridge) on the Kildare Line (DART+ South West)
- Battery Electric Multiple Units (BEMU) charging infrastructure at Drogheda
- **Drogheda on Northern Line (DART+ Coastal North)**
- Greystones on the Southeast Line (DART+ Coastal South)

The projects are standalone and can be commenced individually but will tie into a fully integrated system.

The prospective applicant mentioned the Battery Electric Multiple Units briefly, clarifying that this is a standalone project which would allow enhanced service on the Northern line prior to electrification. A battery charging station is proposed at Drogheda and planning permission for this would be sought from the local planning authority.

The prospective applicant gave an overview of the proposed development comprising:

- The extension of existing 1500V DC electrification, from Dublin City Centre which currently terminates at Malahide, as far as Drogheda MacBride Station;
- Reconfiguration of the existing track layout and associated infrastructure in the vicinity of Drogheda MacBride Station, Malahide Station, Clongriffin Station and Howth Junction & Donaghmede Station, as well as the provision of sections of additional track and station turnback facilities to allow for improved operational flexibility on the Northern Line;
- Construction of a new platform at Drogheda MacBride Station;

- Upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line;
- Undertaking bridge improvements/modifications, track reconfigurations and/or electrical clearances to achieve necessary clearances;
- Modifications to existing depots at Drogheda and Fairview to support the new train fleet, including the provision of additional train stabling at Drogheda; and
- Ancillary civils, drainage and power work to cater for the changes.

The proposed project aims to improve performance and increase train frequencies and reliability throughout the day and especially during the AM and PM peaks, alleviate road congestion and encourage sustainable transport choices.

The prospective applicant stated that the proposed project is supported by National and Regional Policy, and by the relevant County Development Plans and Local Area Plans.

The prospective applicant used a 2-stage assessment methodology for option selection. Stage 1 assessed a long list of options against engineering, economic and environmental criteria and produced a shorter list based on feasibility to meet project objectives. Stage 2 was a detailed, multi-disciplinary, comparative analysis of the feasible options assessed against six appraisal criteria – economy, safety, environment, accessibility, social inclusion, integration and physical activity.

This assessment has led to the determination of a 'Emerging Preferred Option' as described above.

These works were further elaborated upon as follows:

- General linear works to facilitate electrification – This will include signalling, telecommunications and electrification. Upgrades to the telecommunications systems will be required route wide with signalling upgrades and additional signalling required between Malahide and Drogheda and minor changes to signalling between East Wall Junction (Tolka River) and Malahide. Extension of electrification from Malahide to Drogheda will be provided. Similar overhead

lines to those currently used on the DART lines will be used. Eight new electrical substations will be required along the railway line. An existing level crossing (XB001) will be closed. Options are being considered where necessary electrical height clearances are not available at overbridges including electrical solutions with reduced clearance, lowering the rail track under the bridge, modification of the existing structure; removal of the existing structure or a combination of these. OHLE to be fixed and require localised modifications to underbridges/viaducts at Malahide Viaduct, Rogerstown Viaduct, Balbriggan Viaduct and Laytown Viaduct. Modifications to existing overbridge parapets. Interfaces with utilities, boundaries, drainage works and ancillary works along the line.

- Works around Drogheda MacBride Station, which includes protected structures – Construction of a new platform on the Drogheda Freight Siding. This platform will extend over the R132 Dublin Road Underbridge (UBK1) necessitating widening of the bridge. At-grade access will be provided between the two platforms and direct access to the new platform will be provided from the car park. The existing Drogheda freight siding and a new stabling track located adjacent the depot will be utilised to provide additional train stabling at Drogheda MacBride Station.
- Works around Malahide Station – Introduction of a new turn back facility immediately north of the station. This will require widening of the railway corridor and embankment on its eastern side, including new retaining wall, and new OHLE and signalling installations, as well as modifications to the existing systems.
- Works around Clongriffin Station – Introduction of a new loop to serve a platform to the east of the station. The original station design anticipated this construction requirement and as such, it will have minimal impact on the station building/existing infrastructure. Modifications to track alignment to the south of the station, new OHLE and signalling installations and modification to existing systems.

- Works around Howth Junction & Donaghmede Station and the Howth Branch- Construction of an extension to Platform 2 to allow the platform to be used by services from Howth without impacting on services running along the Northern Line. Track modifications, to include a new crossover to the east of the existing station platforms. Alterations and modifications to existing OHLE, signalling and telecoms systems. Station facility improvements. These proposed changes will facilitate the introduction of a shuttle service between Howth and Howth Junction & Donaghmede.

Further assessment will be carried out of the level crossings along the Howth branch line to establish feasibility of keeping the crossings

- Regarding depot works, some localised works will be required at Drogheda, Fairview and Connolly Depots to facilitate the change in rolling stock and the depot at Drogheda MacBride Station will be electrified with OHLE.

Other project requirements which have yet to be assessed fully will include substation locations, temporary utility diversions, construction compound locations and land acquisitions.

The prospective applicant noted a number of construction principles of the project. The objective is to maintain passenger services during the day, meaning that night-time works will be required during construction. Construction compounds, site access and material storage will be incorporated into the design.

The prospective applicant gave an overview of the technical engagement to date. Briefings were held with the relevant local authorities between October and December, 2021 and further meetings are scheduled. Prescribed and other bodies were written to in September 2021 and stakeholder meetings have been held with the NTA, ESB, Irish Water and others. Public consultation No. 1 is due to commence in February, 2022 with a further public consultation scheduled for August, 2022.

The prospective applicant intends to submit the application to An Bord Pleanála in Spring, 2023. A possible schedule of pre-application consultations with the Board has been prepared.

Discussion:

Regarding the Howth to Howth Junction & Donaghmede line, the Board's representatives queried whether this would be exclusively a shuttle service or whether it would also allow for through trains. The prospective applicant clarified that the infrastructure is being designed to enable both. The intention is to focus on a shuttle service during peak hours, but this will be a final operational decision.

The prospective applicant clarified that engagement is ongoing with the local authority regarding traffic issues in relation to the level crossings along the Howth branch line and revised barrier opening times.

The Board's representatives raised issues regarding the signalling system in the city centre with the prospective applicant stating that the signalling system will be designed to support the increase in capacity.

The prospective applicant clarified that the city centre capacity was being delivered by the DART+ West project and works at Connolly station.

The Board's representatives advised that the prospective applicant be clear in their application as to any cumulative and in-combination affects from the other DART+ proposed developments and any dependencies between these projects.

Based on the proposed timeline for application the Board's representatives queried the status of ecological surveys, including wintering bird surveys. It was confirmed that survey work has already commenced and is on going.

Conclusion:

The Board advised the prospective applicant that any requests for further meetings would be facilitated.

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting. The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process.

The meeting concluded at 12.15 p.m.

 25/1/22

Ciara Kellett

Assistant Director of Planning

DART+ Coastal North

An Bord Pleanála
Pre-Application Meeting No.1

20.01.2022

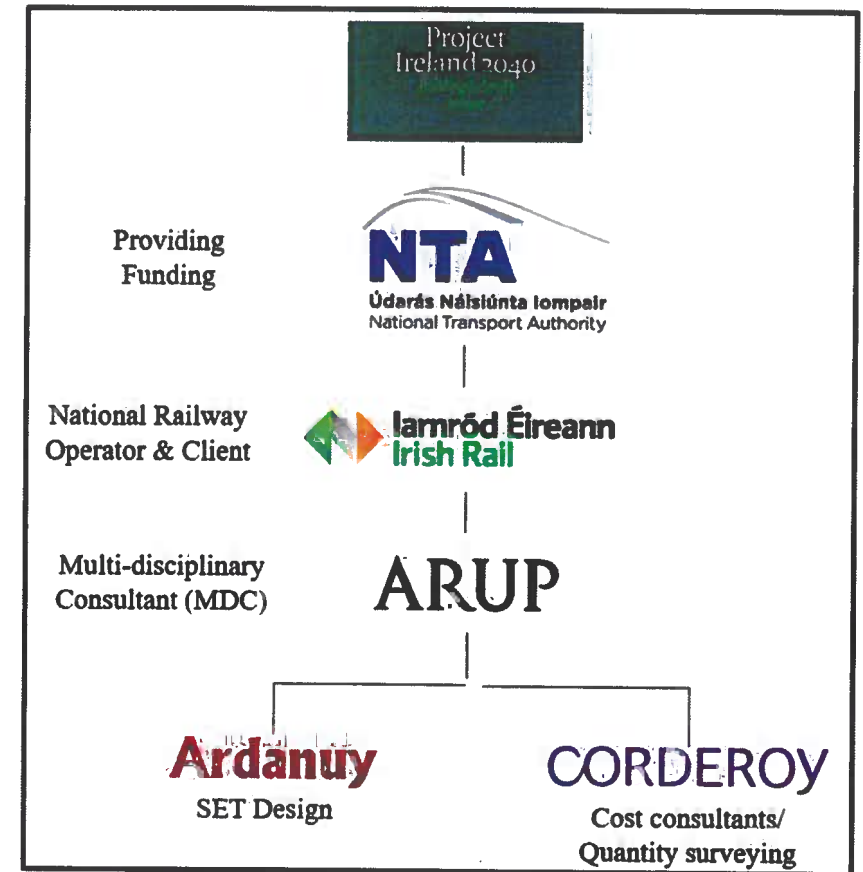
DART+ Coastal North Team

Iarnród Éireann

- Colm Reynolds, DART+ Programme Director
- Rita Monaghan, CIE Solicitor
- Paul Wilcock, Programme Manager DART+ Coastal North
- Mark Conroy, EIA and RO Manager
- Kevin Brennan, Project Manager
- Laura Carolan, EIA Project Manager

MDC Team

- Gillian Sisk – Project Manager
- Gemma James – Assistant Project Manager
- Clodagh O'Donovan – RO Lead



DART+ Coastal North Presentation Agenda

Agenda

- Introduction to Iarnród Éireann
- DART+ Programme;
- DART+ Coastal North Project Description;
- DART+ Coastal North Option Selection Process
- DART+ Coastal North Project Phases/Programme
- DART+ Coastal North Engagement and Proposed Schedule of PAC Meetings
- DART+ Coastal North Conclusions
- Questions & AOB.



DART+ Coastal North

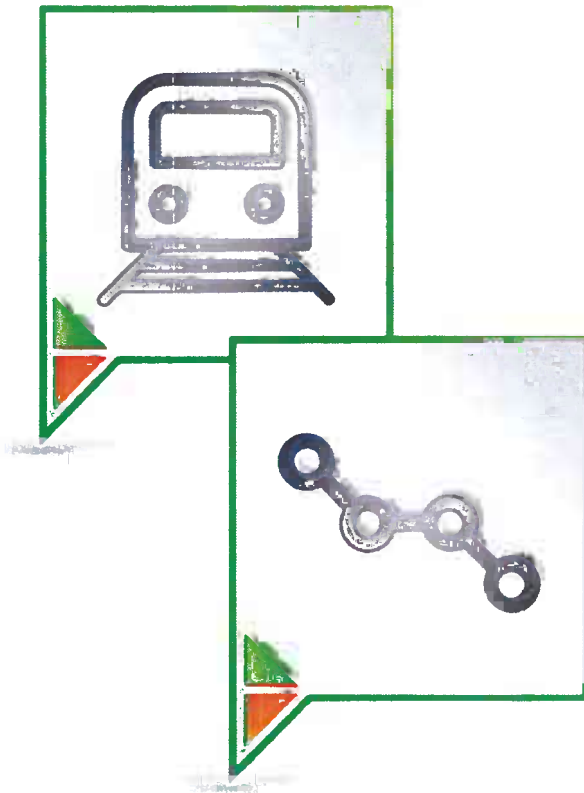
Introduction to Iarnród Éireann

Current Iarnród Éireann Network

- **Northern Line** - Dublin City Centre
 - Belfast Intercity
 - Dundalk/Drogheda Commuter
 - Malahide/Howth Northern DART
- **Sligo Line** - Dublin City Centre
 - Sligo Intercity
 - Longford, Maynooth & M3 Parkway Commuter
- **Cork Mainline** - Dublin City Centre
 - Cork, Limerick, Galway, Waterford, Tralee, Westport Intercity
 - Portlaoise, Portarlington, Kildare Newbridge, Carlow, Hazelhatch Heuston/Grand Canal Dock Commuter
- **South East Line** – Dublin City Centre
 - Rosslare/Wexford Intercity
 - Gorey, Arklow Commuter
 - Greystones/Bray Southern DART



Iarnród Éireann Services

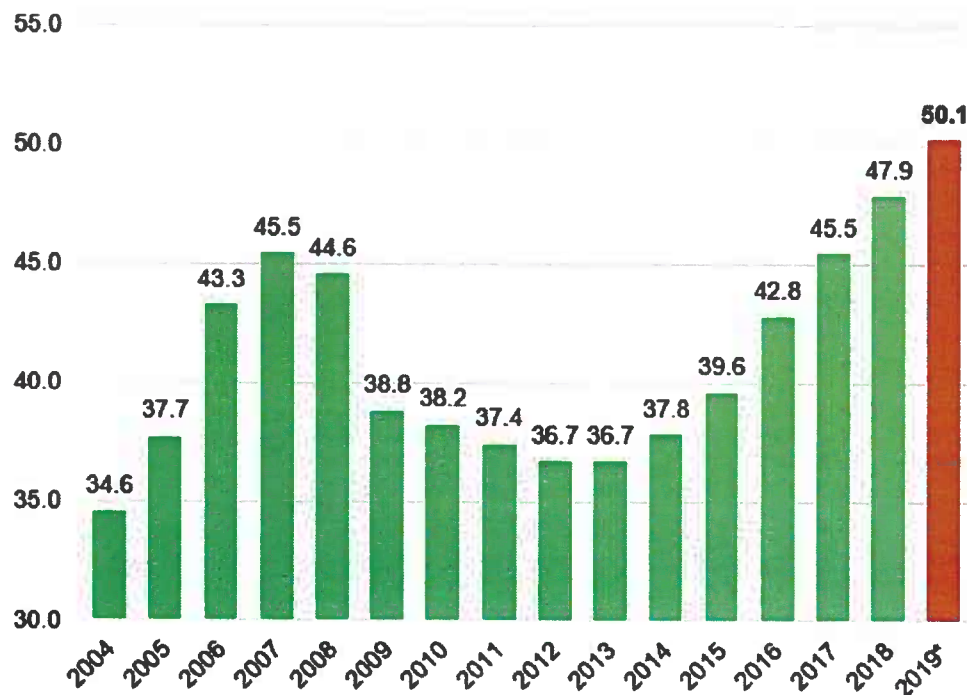


Weekly Services	
4,915 Train Services	923,000 Passengers Carried
629 Carriages in IE Fleet	145 Countrywide Stations
2,200 kms in IE Network (of which 50 km is electrified)	348,000 kms Travelled
>4,000 Employees	

*DART
all in use &
as spare*

2019 Iarnród Éireann Passenger Demand (Pre-Covid)

Passenger journeys (millions)



Journeys (m)	2017	2018	2019
Intercity	11.4m	12.4m	+7.8%
Commuter	14.0m	14.6m	+6.0%
DART	20.1m	20.9m	+4.3%
TOTAL	45.5m	47.9m	50.1m

Future growth will be considered as part of the design process to account for potential changes in public transport behaviour arising from, amongst other factors, Covid-19.

(IÉ are currently liaising with National Transport Authority on this matter)

DART+ Programme

Iarnród Éireann's Vision to support Project Ireland 2040

2019	NDP 2027	Rail Vision 2040
50m+ passengers	75m+ passengers	100m+ passengers
<ul style="list-style-type: none"> DART 10-minute service Off-peak and weekend commuter enhancement 	<ul style="list-style-type: none"> DART+ Programme fleet procurement 300 additional carriages DART+ Programme Infrastructure Projects <ul style="list-style-type: none"> Maynooth Line Kildare Line Coastal Line (Northern & Southern) 	<ul style="list-style-type: none"> Complete DART+ Programme, as per Transport Strategy for Greater Dublin Area and potential extension of electrification

What is the DART+ Programme?

- A transformative railway investment programme;
- Modernise and improve the existing rail services in the Greater Dublin Area;
- Provide a sustainable, electrified, reliable, more frequent rail service with improved capacity;
- Required to facilitate increased train capacity to meet current and future demands which will be achieved through a modernisation of the existing railway corridors;
- It will also contribute to Ireland's transition to a low carbon and climate resilient society.



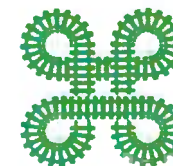
**Increased passenger capacity
for a quality alternative to
private car transport**



Rail improvement programme to modernise the existing network



**Purchasing additional
DART style trains to support improved
capacity and frequency**



Integration of all heavy rail lines



Additional fleet of electric trains allowing for a reduction in CO₂ emissions



Significantly increase train frequencies, especially during peak hours



Help to alleviate road congestion



Integration with the existing and future public transport network - BusConnects, Luas and MetroLink

DART+ Programme – Objectives

The primary objective of the DART+ Programme is to **support urban compact growth and contribute to the reduction of transport congestion and emissions** in Dublin by enabling **modernised high-quality commuter rail services** between Dublin City Centre and the areas of Drogheda, Maynooth, Dunboyne, Celbridge and Greystones. This is aimed at providing a **safe, sustainable, efficient, integrated, and accessible public transport service** along these corridors.



DART+ Programme Objectives

Sub-objectives of the DART+ Programme include:

- Cater for existing heavy rail travel demand and **improve customer services** along established rail corridors in the GDA through the provision of a **higher frequency, higher capacity, electrified heavy rail service** which supports sustainable economic development and population growth.
- **Improve accessibility** to jobs, education, and other social and economic opportunities through the provision of **improved inter-rail and inter-modal connectivity** and integration with other public transport services.
- **Enable further urban compact growth** along existing rail corridors, unlock regeneration opportunities and more effective use of land in the GDA, for present and future generations.
- Deliver an efficient, sustainable, low carbon and climate resilient heavy rail network, which contributes to a **reduction in congestion** on the road network in the GDA and which supports the advancement of Ireland's **transition to a lower emissions transport system** and the **delivery of Ireland's emission reduction targets**.
- **Provide a higher standard of customer experience**, including the provision of clean, safe, quiet, modern vehicles and a reliable and punctual service with regulated and integrated fares.



Why investment in the DART+ Programme is needed

Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in Greater Dublin Area.
- DART trains are more sustainable and cleaner than current diesel trains.

Achieve Climate Change Targets

- Will help reduce the transport sector greenhouse gas emissions which continue to rise.
- Supporting the Government's Climate Action Plan.



Supporting Economic and Population Growth

- Congestion in Greater Dublin Area is increasing.
- Cost of Time Lost in the Dublin Region is ~ €350million/annum and forecast to rise to €2,000million/annum by 2033.
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions.

Integration of Land-use & Transport Planning

- Co-ordination and integration of spatial planning with rail transport.
- Supporting compact growth and increased densities in the Greater Dublin Area.
- Supports the implementation of the Project Ireland 2040 and the National Planning Framework.

Facilitates Integration with other modes of transport

- Improves integration of rail services with active modes of travel (walking and cycling).
- Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, proposed MetroLink and Dublin Bikes.

DART+ Programme - Supporting Sustainable Development



3 Pillars of Sustainability



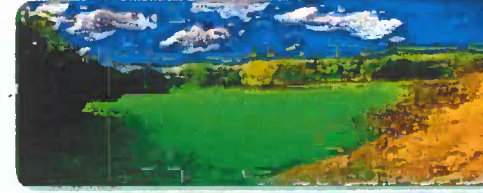
Economy (National & Regional)

- Permits high density development
- Access to employers and employees
- Access to markets and services



Society

- Improvements to quality of life in terms of employment choices and lifestyle choice
- Integrated mass public transport network

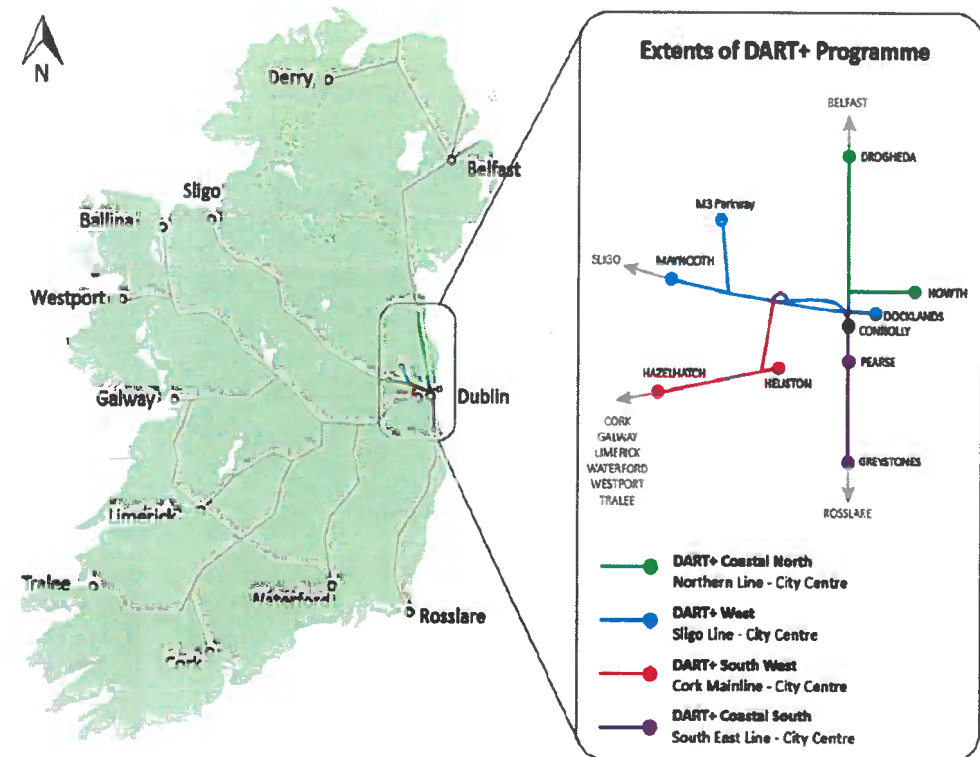


Environment

- Reduced carbon emissions
- Reduce heavy road congestion
- Free up city centre space currently used for all-day car parking

DART+ Programme - Geographical Extents

- Current DART network extends from Malahide/Howth to Greystones along 50km railway corridor;
- DART+ Programme will increase the extent of electrification to 150km of railway corridor;
- DART+ Programme extends to:
 - Maynooth/M3 Parkway on the Sligo Line (DART+ West)
 - Hazelhatch (Celbridge) on the Kildare Line (DART+ South West)
 - Battery Electric Multiple Units (BEMU) charging infrastructure at Drogheda
 - **Drogheda on Northern Line (DART+ Coastal North)**
 - Greystones on the Southeast Line (DART+ Coastal South)
- DART+ Programme will increase the frequency of services on the network and will provide high capacity trainsets.



DART+ Programme - Delivery Strategy

- The DART+ Programme is being delivered under four infrastructural projects which will individually make Railway Order Applications, in addition to new rolling stock procurement;
- Delivery of DART+ Programme through individual projects level will enable phased and progressive delivery commensurate with available funding;
- Each project will deliver infrastructural and capacity improvements on the specific line and operational capacity at a network level;
- Each project, while standalone, will tie in to the existing railway network;
- Each project will be accompanied by an Environmental Impact Assessment Report, which will assess the specific impacts of the individual project, but will also assess the cumulative impacts of the other DART+ Programme projects together with those other relevant projects, such as those listed in the National Development Plan (2018 2027) and the Transport Strategy for the GDA 2016-2035 (& Draft Transport Strategy 2022-2042);
- Subject to approval of Railway Order, each project can be advanced sequentially or in parallel to construction stage.

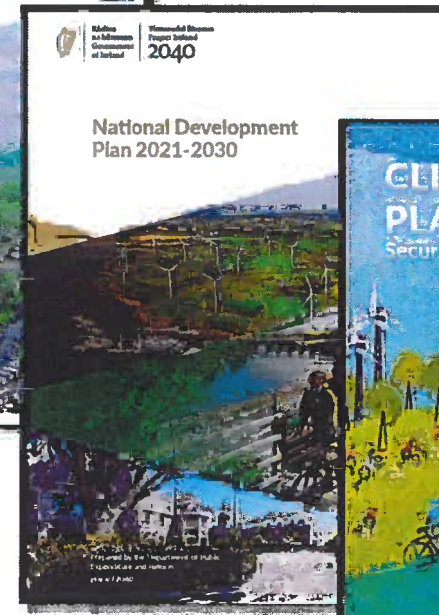
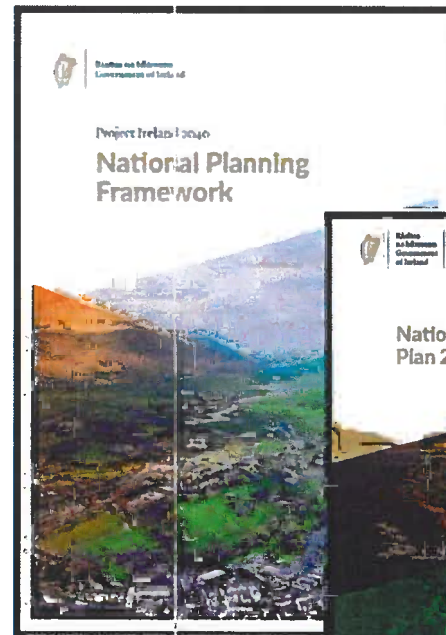
National Planning Policy

The DART+ Programme is a key deliverable of National planning policy and boosts a number of National Strategic Outcomes of the National Planning Framework and Priorities of the National Development Plan (2021-2030)

Relevant National Strategic Outcomes:

- NSO 1 – Compact Growth
- NSO 4 – Sustainable Mobility
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society

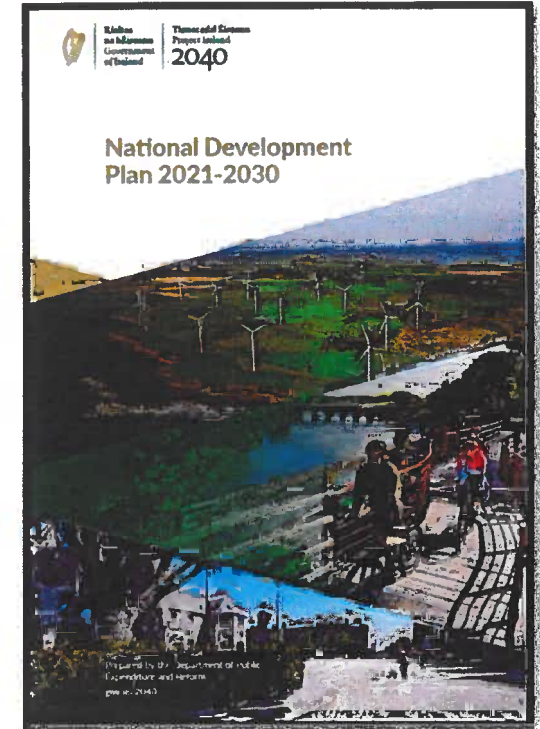
*“Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or **improved sustainable transport links...**”*



National Planning Policy

National Development Plan 2021-2030

- “**infrastructure, in particular increased investment in public and sustainable transport and supporting amenities**, can act as crucial growth drivers. This can play a crucial role in creating more attractive places for people to live and work in”
- “A **transport-led housing development** approach will allow for the emergence of sustainable and well-connected communities ... and good quality public transport is available to facilitate longer journeys into the major urban centres. Urban, compact growth will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities”
- “... investment in the **DART+ programme will address some of the constraints on the Dublin City Centre rail network** and provide for additional services for intercity rail services”
- DART+ Programme is included under “Strategic Investment **Priorities**”
- “Delivering priority public transport programmes including ... DART+ Expansion ... so that increased transport demand is met by **greener public transport.**”



Regional Spatial and Economic Strategy

Regional Policy Objective 5.2:

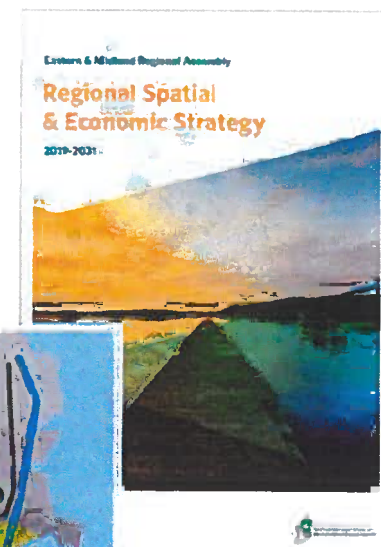
“Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes”

Guiding Principles for the growth of the Dublin Metropolitan Area:

“To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘BusConnects’, DART expansion and LUAS extension programmes.....”

The RSES Metropolitan Area Strategy identifies a **Strategic Development Corridor**, North – South Corridor (DART expansion), and notes the role that the DART expansion project plays in this regard.

“The DART Expansion Programme, to be delivered by 2027 will increase capacity on the northern commuter line and support ongoing large-scale urban expansion of the North Fringe lands and Donabate”.

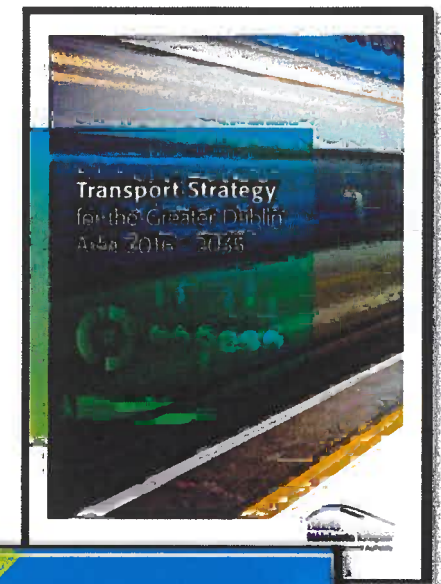


Transport Strategy for the GDA 2016-2035 (& Draft Transport Strategy 2022-2042)

The National Planning Framework highlighted that the delivery of key rail projects identified in the Transport Strategy for GDA are a key future growth enabler for Dublin. The delivery of the DART+ Programme forms a vital component of the overall rail strategy for the GDA in both the current and draft strategies.

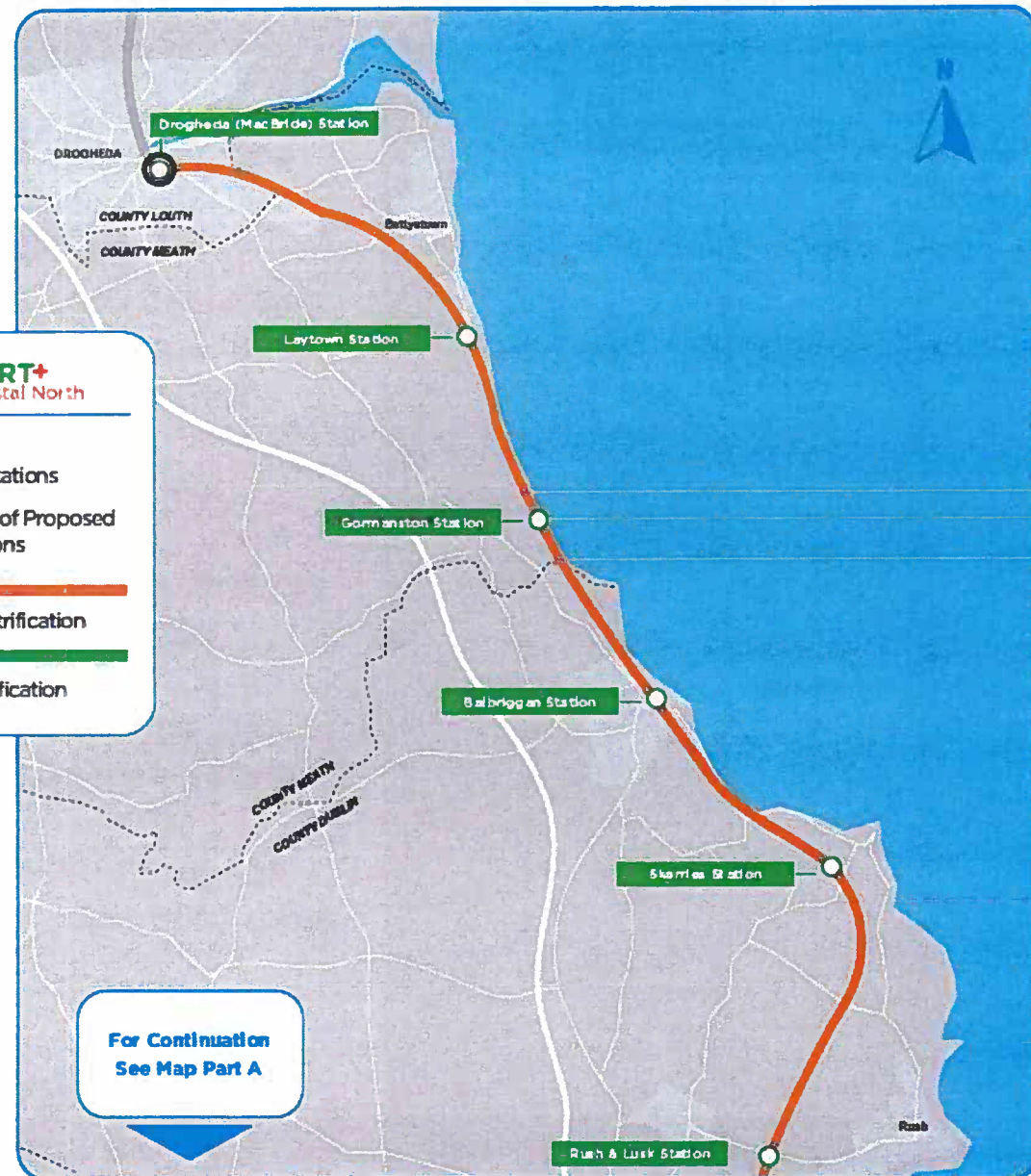
Iarnród Éireann is progressing all key projects in the Transport Strategy:

- Reopened the Phoenix Park Tunnel Link, with operational passenger services;
- City Centre Re-signalling programme completed;
- Construction of a station at Pelletstown (Maynooth Line) completed and opened in September 2021;
- Finalising design for a station at Woodbrook (Southern DART Line);
- Commenced construction on a new train control centre in 2020;
- Continue programme of station upgrade and enhancements as part of the accessibility programme; and
- **Commenced delivery of the DART+ Programme**



DART+ Coastal North Project Description





DART+ Coastal North Overview

Project Specific Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.



DART+ Coastal North Overview

Project Specific Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.



DART+ Coastal North Overview

Project Specific Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.



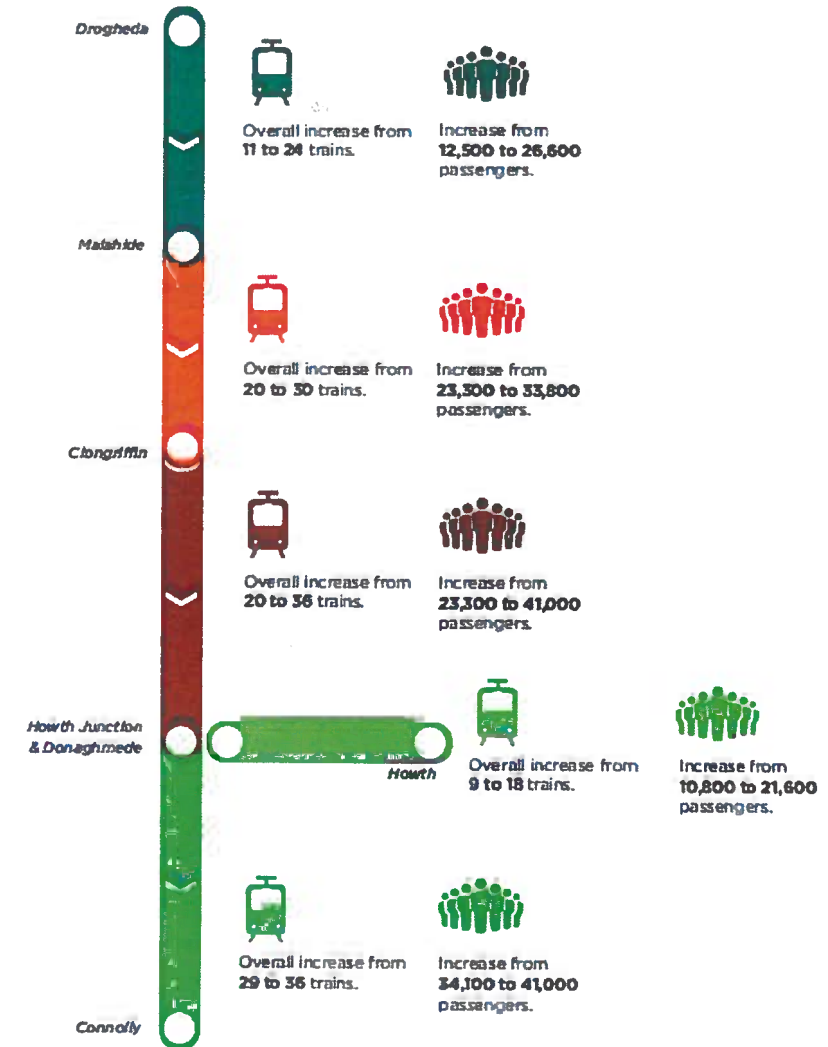
DART+ Coastal North Overview - Project Features

- Extension of existing 1500V DC electrification, which currently terminates at Malahide, as far as Drogheda MacBride Station (approximately 37km);
- Reconfiguration of the existing track layout and associated infrastructure in the vicinity of Drogheda MacBride Station, Malahide Station, Clongriffin Station and Howth Junction & Donaghmede Station, as well as the provision of sections of additional track and station turnback facilities to allow for improved operational flexibility on the Northern Line;
- Construction of a new platform at Drogheda MacBride Station;
- Undertaking upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line;
- Undertaking bridge improvements/modifications arising from capacity enhancements, track reconfigurations and/or electrical clearances to achieve necessary clearances;
- Modifications to existing depots at Drogheda and Fairview to support the new train fleet, including the provision of additional train stabling at Drogheda;
- Ancillary civils, drainage and power work to cater for the changes.

DART+ Coastal North

- Extended electrified network
- Increased passenger capacity and enhanced train service
- Improved performance and increased train frequencies in the AM and PM peak travel periods
- Shuttle service along the Howth Branch

Planned increase in train frequency and passenger capacity for the 3-hour AM peak period for inbound/southbound services to Dublin City Centre.



DART+ Coastal North

Benefits

- Increase peak passenger capacity and increased train frequency between Dublin City Centre and Drogheda MacBride Station - inclusive of the Howth Branch – facilitating frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education and leisure purposes.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.
- Help to alleviate road congestion.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.
- Improve journey time reliability.



DART+ Coastal North Overview

Policy Context

- Supported by National and Regional policy as previously discussed in section on DART+ Programme;
- Supported by County Development Plans & Local Area Plans;
 - Dublin City Council;
 - Dublin City Development Plan (2016-2022 & Draft 2022-2028)
 - Fingal County Council;
 - Fingal Development Plan (2017-2023 & Draft 2023-2029)
 - Meath County Council;
 - Meath County Development Plan (2021-2027)
 - East Meath LAP
 - Louth County Council.
 - Louth County Development Plan (2021-2027)
 - South Drogheda LAP
- Local Authorities Consulted with to discuss implications of DART+ Coastal North on Jurisdictions.



DART+ Coastal North Option Selection Process

DART+ Coastal North – Option Selection Process

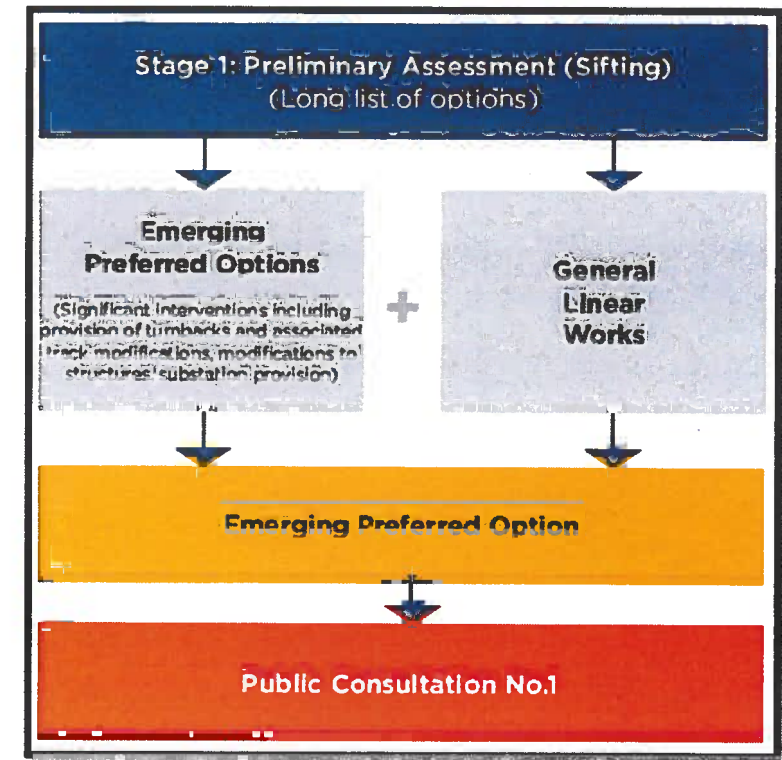
Assessment Methodology

Stage 1 – Preliminary Assessment (sifting process)

- Assessment of a long list of options against engineering, economic and environmental criteria;
- Evaluation of the 'feasibility' of each option to meet the project objectives / requirements;
- Options filtered to a shorter list of feasible options brought forward to Stage 2.

Stage 2 – The Multi-Criteria Analysis

- Detailed, multidisciplinary, comparative analysis of the feasible options from Stage 1 assessment;
- This structured process evaluates a number of different options and is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport March 2016 (updated October 2021);
 - Options have been assessed against the six appraisal criteria - economy, safety, environment, accessibility and social inclusion, integration and physical activity.



DART+ Coastal North

'Emerging Preferred Option (EPO)' Overview

The process to determine the 'Emerging Preferred Option' has been based on a structured optioneering process involving:

Stage 1 – Preliminary Assessment of Options (sifting / removal of options that did not meet the project objectives and requirements), followed by:

Stage 2 – Multi-Criteria Analysis of short-listed options.

The Emerging Preferred Option end-to-end for the project can best be described as follows:

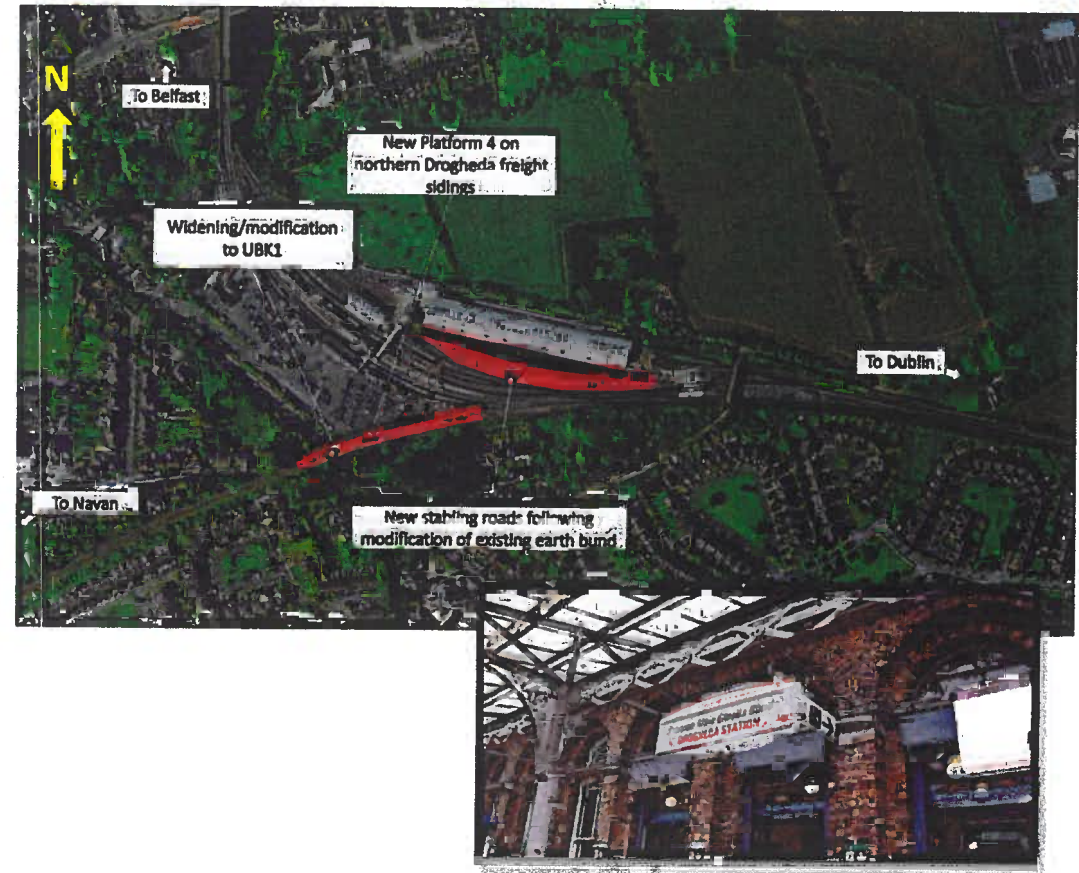
- General linear works to facilitate electrification;
- Works around Drogheda MacBride Station;
- Works around Malahide Station;
- Works around Clongriffin Station;
- Works around Howth Junction & Donaghmede Station and the Howth Branch.



DART+ Coastal North – EPO

Works around Drogheda MacBride Station

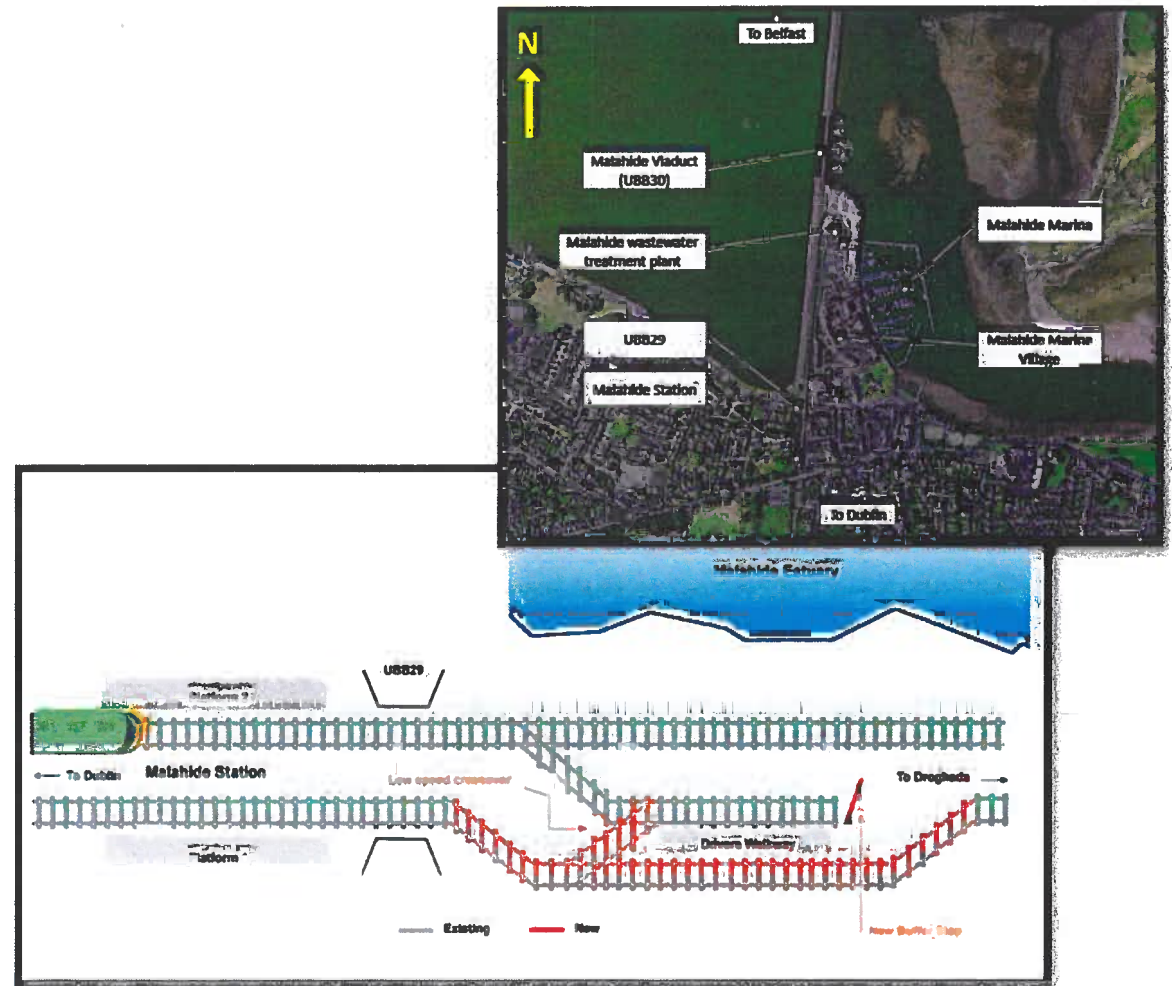
- The Emerging Preferred Option is to construct a new platform on the Drogheda Freight Siding.
 - Platform will extend over the R132 Dublin Road Underbridge (UBK1) necessitating widening of the bridge.
 - At-grade access will be provided between the new platform and the existing Platform 1
 - Direct access to the new platform from the car park will be provided.
- The existing Drogheda freight siding and a new stabling track located adjacent the depot will be utilised to provide additional train stabling at Drogheda MacBride Station.
- The new stabling track will require works to the existing landscape bund.



DART+ Coastal North – EPO

Works around Malahide Station

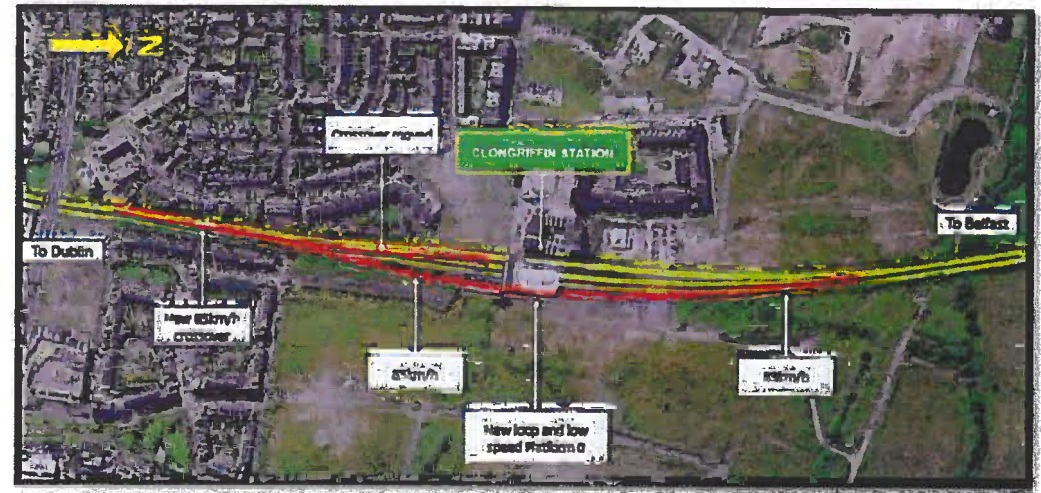
- The emerging preferred option is to introduce a turn back facility immediately north of Malahide Station;
- Requires the widening of the railway corridor and the existing embankment on which it is situated;
 - Widening will be carried out on the eastern side of the embankment;
 - Widening over approx. 500m length.
- New infrastructure will allow for a greater number of services to be turned back at Malahide and return to Dublin;
- New OHLE and signalling installations, as well as modifications to the existing systems, will be required.



DART+ Coastal North – EPO

Works around Clongriffin Station

- The emerging preferred option is to introduce a new loop to serve a platform to the east side of Clongriffin station.
- The original station design anticipated this construction requirement and therefore it will have minimal impact on the station building/existing infrastructure associated with the station.
- Modifications will be made to the track alignment to the south of the Station to allow trains to access the new platform.
- These works will allow for a greater number of services to be turned back at Clongriffin and return to Dublin City Centre.
- New OHLE and signalling installations, as well as modifications to the existing systems, will be required.



DART+ Coastal North – EPO

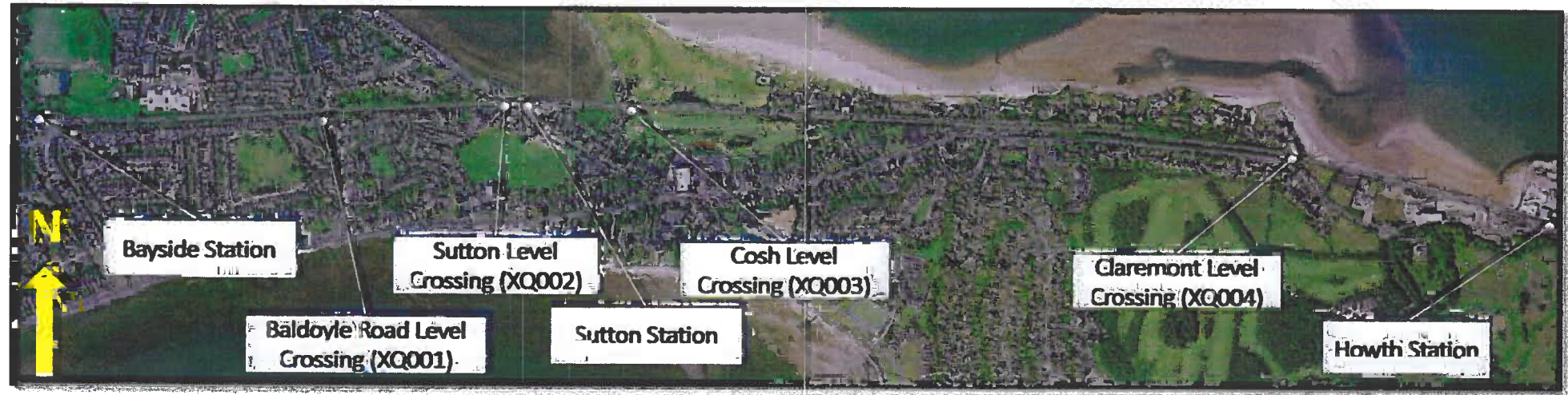
Works around Howth Junction & Donaghmede Station

- The works around Howth Junction and Donaghmede Station are essential to facilitate the increase in train services by allowing trains to be turned back clear of continuing services on separate tracks.
- The emerging preferred option includes construction of an extension to the existing Platform 2 to allow the platform to be used by services from Howth without impacting on services running along the Northern Line.
- Track modifications will be made to include a new crossover to the east of the existing station platforms.
- Alterations and modifications to existing OHLE, signalling and telecoms systems will also be required.
- Station facilities, such as shelters, will be improved for the increase in interchanging passengers.



DART+ Coastal North – EPO

Howth Branch Level Crossings



- The proposed changes to the Howth Branch will see the introduction of infrastructure to enable a shuttle service at regular intervals between Howth and Howth Junction & Donaghmede Stations.
- Initial assessment of the four existing level crossings along the Howth Branch line has indicated that these level crossings can continue to operate while still providing a more efficient service overall
- Further survey and traffic data will be collected to validate the model and assumptions, and this information will be used to establish if the proposal to keep the level crossings in operation is feasible or if more significant interventions are required at the crossings.

DART+ Coastal North – EPO

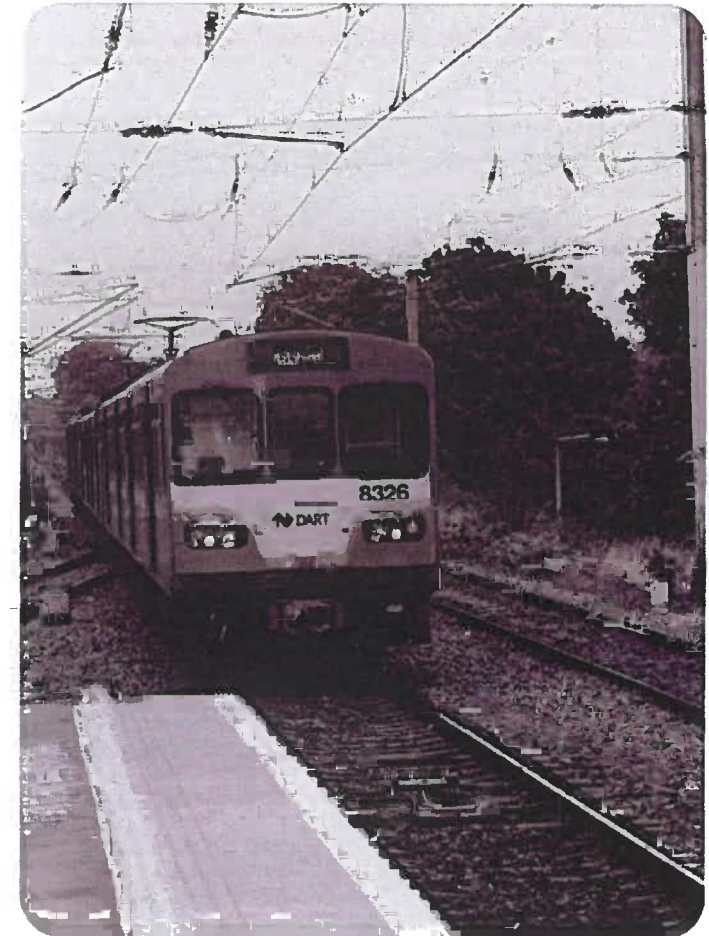
Depot Works

- There will be localised works at Drogheda, Fairview and Connolly Depots to modify the facilities to cater for the change in rolling stock.
- Modifications are predominantly internal to the buildings although they will also encompass some localised exterior changes to some track work and systems.
- The depot at Drogheda MacBride Station will be electrified with OHLE.



DART+ Coastal North – Other Project Requirements

- Not all design detail or construction related detail is known at this time and is not included in PC1.
- This is due to the project remaining in the early stages of the design where concepts and optioneering are being developed. Further assessments required into factors such as:
 - substation locations;
 - construction compounds locations;
 - temporary staging requirements;
 - temporary utility diversions;
 - Permanent and/or temporary 3rd party land acquisitions;
 - construction access requirements; and,
 - other elements (with a spatial footprint within or outside of the existing rail corridor).



DART+ Coastal North Overview

Construction Principles

Construction Phasing / Staging / Logistics

- Objective to maintain passenger services during DART+ construction
- Night time works will be required during construction
- Construction compounds, site access and material storage will be incorporated into design.



DART+ Coastal North Project Phases / Programme

DART+ Coastal North

Progress / Project Phases / Programme




Progress to Date

- Mobilisation
- Constraints / Information Gathering
- Option development / Optioneering
- Identification of an Emerging Preferred Option
- Preparation for Public Consultation No. 1

Major Milestones

Delivery programme for DART+ North is still subject to amendment based on evolving design process.

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Autumn 2022 - Commence Public Consultation No.2 on Preferred Option;
- Winter 2022 - Design freeze & planning submission preparation;
- Spring 2023 - Submit Railway Order Application to An Bord Pleanála
- Summer 2023 - Obtain Railway Order
- Spring 2024 - Award Construction Contracts
- Spring 2027 - Complete Construction and Initiate Testing & Commissioning
- Autumn 2028 - Complete Testing & Commissioning



DART+ Coastal North Engagement and Proposed Schedule of PAC Meetings

DART+ Coastal North

Technical Engagement To Date

- Series of Project introductions and briefings held with local authorities between Oct – Dec 2021. Department leads and representatives from DCC, FCC, MCC and LCC engaged with.
 - Information and discussions have informed option development and MCA assessment criteria.
 - Issues highlighted have been captured for consideration by the Project Team.
- New series of focused meetings currently being set up with LAs - Departments of Strategic Planning, Transport Planning, Conservation & Cultural heritage seen as key engagements.
- Other stakeholder meetings include: NTA, ESB, Irish Water, Utility Companies etc.
- Prescribed and other bodies written to September of 2021.
- PAC meetings with ABP commence January 2022.
- Public Consultation No. 1 (PC1) to include engagement with property owners (generally and survey related)

Stakeholder / Local Authority	Topic of Meeting	Date of Meeting
NTA	Approach to Optioneering	2021.08.05
Fingal CC	Initial Introduction to Select Group	2021.09.21
Dublin CC	Initial Introduction to Select DCC Group	2021.10.07
Fingal CC	Detailed Introduction to wider FCC Group	2021.10.08
ESB	Monthly Meetings Regarding DART+ Programme	2021.10.08
Fingal CC	Broadmeadows Greenway - Initial Discussion	2021.10.12
Irish Water	Malahide Wastewater Treatment Plant Access	2021.10.27
Dublin CC	Detailed Introduction to Wider DCC Group	2021.10.21
ESB	Monthly Meetings Regarding DART+ Programme	2021.11.02
Meath CC	Detailed Introduction to Select MCC Group	2021.11.03
Fingal CC	Broadmeadows Greenway - Follow up Focused Meeting	2021.11.09
NTA	Approach to Public Consultation #1	2021.11.18
ESB	Monthly Meetings Regarding DART+ Programme	2021.11.29
Fingal CC	Howth Branch & Level Crossings - Focused Discussion	2021.12.03
Louth CC	Detailed Introduction to Select LCC Group	2021.12.09
ESB	Monthly Meetings Regarding DART+ Programme	2021.12.14
NTA	Presentation of Emerging Preferred Option	2021.12.17

DART+ Coastal North – Public Consultation

- Public Consultation No.1 due to commence in Spring 2022.
- Consultation will continue for 6 weeks.
- The consultation will be held virtually, through the DART+ website (www.dartplus.ie)
 - Consistent with DART+ West & South West.
- The purpose of the consultation is to seek feedback on the 'end to end' **Emerging Preferred Option** for DART+ Coastal North;
- Webinars will be held to brief the public on key elements of the project relevant to their locality.
- As the design process advances and the designs are further developed and matured a second public consultation will take place, scheduled for Autumn 2022.



DART+ Coastal North

Possible Pre-application Meetings

- Regular meetings recommended
- Assumed c. 10 – 12 weeks from request for closure of PAC to consent for RO to be submitted

Meeting No.	Proposed Agenda
PAC No.1	<ol style="list-style-type: none"> 1. Introduction to DART+ Programme 2. Introduction to DART+ Coastal North 3. Option Selection Process / Approach to Optioneering 4. Approach to Public Consultation No. 1 5. Proposed PAC Meeting Schedule
PAC No.2	<ol style="list-style-type: none"> 1. Feedback on PC 1 2. Key Interventions – works at stations & Howth Branch 3. Planning Context Overview 4. EIA Overview 5. AA overview
PAC No.3	<ol style="list-style-type: none"> 1. Substation locations 2. Bridge/structural modifications 3. OHLE Design & LVIA 4. Interface with other major projects 5. EIA and AA progress
PAC No.4	<ol style="list-style-type: none"> 1. Construction Methodology & Strategy 2. AA & Biodiversity 3. Heritage Impacts 4. Cumulative Assessment
PAC No.5	<ol style="list-style-type: none"> 1. Approach to PC 2 2. Construction Impacts 3. Traffic & Transportation Impacts 4. Climate Change 5. Noise & Vibration
PAC No.6	<ol style="list-style-type: none"> 1. Update on PC 2 2. Planning Context 3. Railway Order Approach & Requirements 4. Property/Residential Amenity
PAC No.7	<ol style="list-style-type: none"> 1. Design Update 2. EIA, AA and RO Update 3. Feedback from PC 2
PAC No.8	<ol style="list-style-type: none"> 1. Presentation of final RO package (notices, logistics, sequencing etc)

DART+ Coastal North Conclusions

DART+ Coastal North - Conclusions

DART+ Programme

- Heavy rail has established routes from the regions to the city centre that should be more heavily utilised and valued as a national asset.
- DART+ will act as the backbone of an integrated public transport network (integration of heavy rail, Luas, Metro, bus; cyclist, pedestrian and private car).
- Increased rail frequency and passenger capacity will provide a sustainable and reliable alternative to private car mode of transport.
- DART+ will assist in enabling Project Ireland 2040;
 - Passenger benefits (capacity, frequency, beneficial time management)
 - Journey time reliability
 - Good safety & national cost benefits in rail investment.
- Electrification will provide a low carbon energy source for rail transport, assisting in the de carbonisation of the transport sector and enabling a transition away from fossil fuels and ultimately allow for reduction of CO2 emissions by 2050 in line with Government targets.

DART+ Coastal North

- Provides an improved electrified network, with increased passenger capacity and enhanced train service between Dublin City Centre and Drogheda, inclusive of the Howth Branch.
- Improved performance and increased train frequencies in the AM and PM peak travel periods along the full length of the Northern Line.
- Enables the use of a shuttle service along the Howth Branch, to maximise frequency and reliability on the Northern Line.
- Facilitates the development and future growth of existing and new communities that will greatly benefit from the improved services that the DART+ Coastal North will deliver.
- Forms a key component of an improved multimodal public transport network within the Greater Dublin Area.

DART+ Programme Legal Statement



DART+ Programme, Legal Statement

© Copyright Iarnród Éireann. All rights reserved. Any information provided herein by Iarnród Éireann is produced for a specific purpose and based on information known at the date of the presentation.

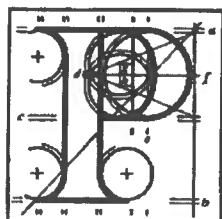
All data, documentation and information concerning the DART+ Programme, as disclosed in this Presentation or discussed by Iarnród Éireann during this Presentation, is strictly private and confidential and may not be disclosed or released to any third party in whole or in part, its servant or agents, without the prior written consent of Iarnród Éireann.

Furthermore the Iarnród Éireann logo or any brand or tradename or trademark (whether registered or not) of Iarnród Éireann or in connection with the DART+ Programme (or the logos, graphics, photographs or any other branding within this presentation) may not be used or permitted to be used in whole or in part without the prior written consent of Iarnród Éireann.

All press releases in connection with the DART+ Programme will be issued by Iarnród Éireann through its Corporate Communications Department at Connolly Station, Dublin 1 and all requests for information and/or press releases in connection with the DART+ Programme should be routed through our Corporate Communications Department.

Thank you





**An
Bord
Pleanála**

Record of Meeting ABP-311802-21 2nd meeting

Case Reference / Description	ABP-311802-21 DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station. From East Wall Junction (to the north of Connolly Station) through to Drogheda.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	2nd		
Date	31/03/22	Start Time	11.00 a.m.
Location	MS Teams	End Time	12.20 p.m.

Representing An Bord Pleanála
Ciara Kellett, Assistant Director of Planning (Chair)
Conor McGrath, Senior Planning Inspector
Niamh Thornton, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, DART+ Programme Director
Paul Wilcock, Programme Manager DART+ Coastal North
Kevin Brennan, Project Manager
Rita Monaghan, CIE Solicitor

Laura Carolan, EIA Project Manager
Mark Conroy, EIA and RO Manager
Gillian Sisk, Arup, Project Manager
Clodagh O'Donovan, Arup, RO Lead
Alan Whelan, O'Connor Whelan

The meeting commenced at 11.00 a.m.

The Board referred to the record of the last meeting and the prospective applicant stated that it had no comments to make on same.

Presentation by the prospective applicant:

The prospective applicant has commenced Public Consultation No.1. The aim of this consultation is to inform the emerging preferred design. The second public consultation is scheduled for Autumn 2022. The prospective applicant has written to potentially effected landowners and prescribed bodies. Leaflets and a virtual consultation room have been produced and the public can engage through a designated website, email, postal address and telephone line. Five public webinars have been held.

The prospective applicant stated that initial feedback on the project has been generally positive. Further detail on feedback received was presented in relation to specific areas along the line.

This feedback related to the following:

- Need for four tracking
- Journey time reliability
- Safety and security at stations
- Inconvenience of shuttle service in Howth area
- Potential road traffic delays associated with level crossings
- Interface issues with developments at Clongriffin Station
- Train specifications/facilities
- Need for new stations to serve new communities

The prospective applicant noted the very strong policy support for the proposed project at EU, national, regional and local levels and referred to excerpts from the various relevant Development and Local Area Plans. These are included in the presentation.

The EIA Screening Report is currently being prepared and an informal scoping exercise is underway.

The prospective applicant stated that a grouped format structure for the EIAR is proposed. The Report will include four volumes- nontechnical summary, main text of EIAR, technical figures and technical appendices and it was noted that emphasis will be put on ensuring the documentation is clear, concise and accessible.

Environmental baseline surveys are underway. An overview of the timelines for these surveys was presented. The prospective applicant stated that consultation with key stakeholders, to inform the EIAR, will increase in the coming months. The Railway Order application is scheduled to be submitted in Q1 2023. It was noted that some separate planning applications may be required to facilitate ground investigation works which are necessary to inform the design and the EIAR.

Appropriate Assessment screening is being undertaken in respect of such works.

A brief discussion was had around the requirement for planning approval for these investigation works. It was noted that it was up to the prospective applicant to come to a conclusion in this regard and that the process and legislative requirements are clear in the Planning and Development Act, 2000, as amended.

The prospective applicant noted some key focus areas for the EIAR including integration between the design and EIA teams to ensure environmental design and mitigation is considered at the earliest stage, provision of a detailed project description and construction strategy and mitigation hierarchy. It was also noted that the approach to cumulative assessment is being considered carefully.

Regarding Appropriate Assessment, it was noted that the project traverses in close proximity to, or is hydrologically linked to a number of European Sites.

The prospective applicant ended the presentation with an overview of the progress to date and scheduled timelines for application to the Board (Spring 2023),

construction completion (Spring 2027) and complete testing and commissioning (Autumn 2028).

Discussion:

Discussion was had regarding the relationship between the Dart+ projects. The prospective applicant stated that the Dart+ programme allows for incremental and discrete delivery of projects and noted that the Dart+ West project consultation process will be closed in the coming weeks. The Board's representatives advised that the scope of the instant project and the relationship with any of the other Dart+ projects is clearly identified.

The Board's representatives queried whether there was any conflict between track works and residential development at Clongriffin station. It was clarified that the prospective applicant is in discussion with the developer of the housing development regarding the red line boundary. There are some points where the retaining wall would come close to the adjoining development boundary but there is no conflict with the footprint of the track.

The prospective applicant stated that it does not intend to include improved connectivity between the Drogheda station and lands to the east zoned residential as part of this application.

It was clarified that the schedule of landowners is still not finalised for the CPO element of the application, but that engagement is ongoing with all potentially affected landowners.

Conclusion:

The Board advised the prospective applicant that any requests for further meetings would be facilitated.

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting. The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process.

The meeting concluded at 12.20 p.m.

Ciara Kellett 26/4/22

Ciara Kellett

Assistant Director of Planning

DART+ Coastal North

An Bord Pleanála
Pre-Application Meeting No.2

31.03.2022

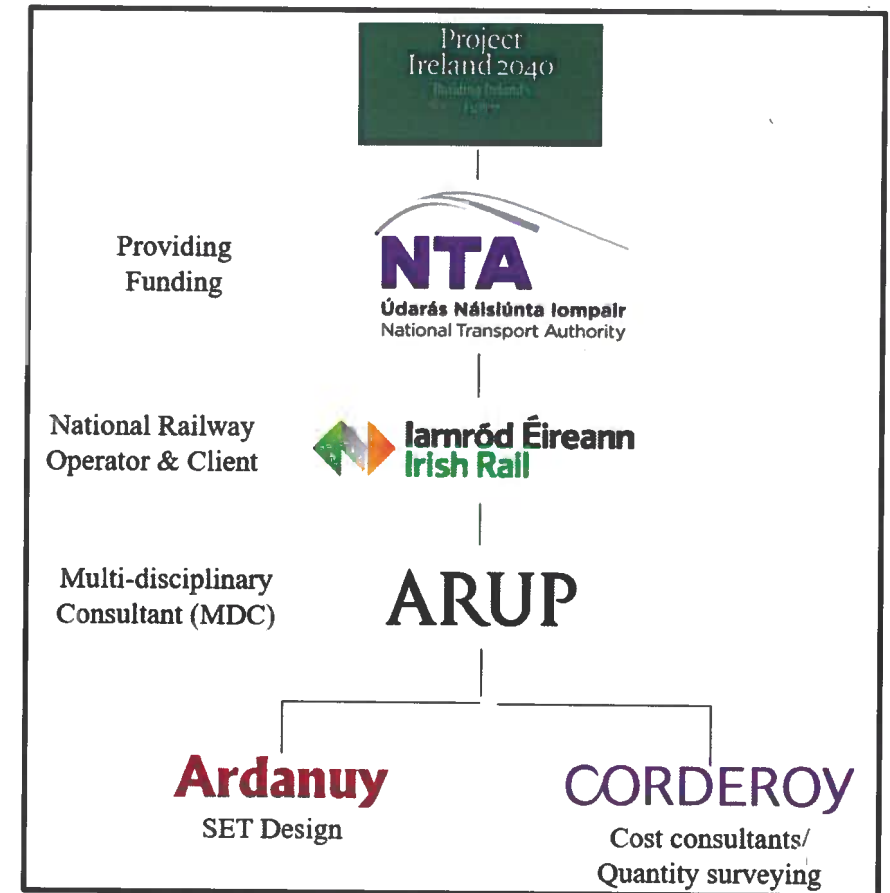
DART+ Coastal North Team

Iarnród Éireann

- Colm Reynolds, DART+ Programme Director
- Rita Monaghan, CIE Solicitor
- Paul Wilcock, Programme Manager DART+ Coastal North
- Mark Conroy, EIA and RO Manager
- Kevin Brennan, Project Manager
- Laura Carolan, EIA Project Manager

MDC Team

- Gillian Sisk – Project Manager
- Clodagh O'Donovan – RO Lead
- Alan Whelan - Planner



DART+ Coastal North Presentation Agenda

Agenda

1. Overview of PC1
2. Key Interventions – Initial Feedback received
3. Planning Context Overview
4. EIAR Overview
5. AA overview
6. Interdependencies between DART+ projects
7. Programme Update
8. Questions & AOB.

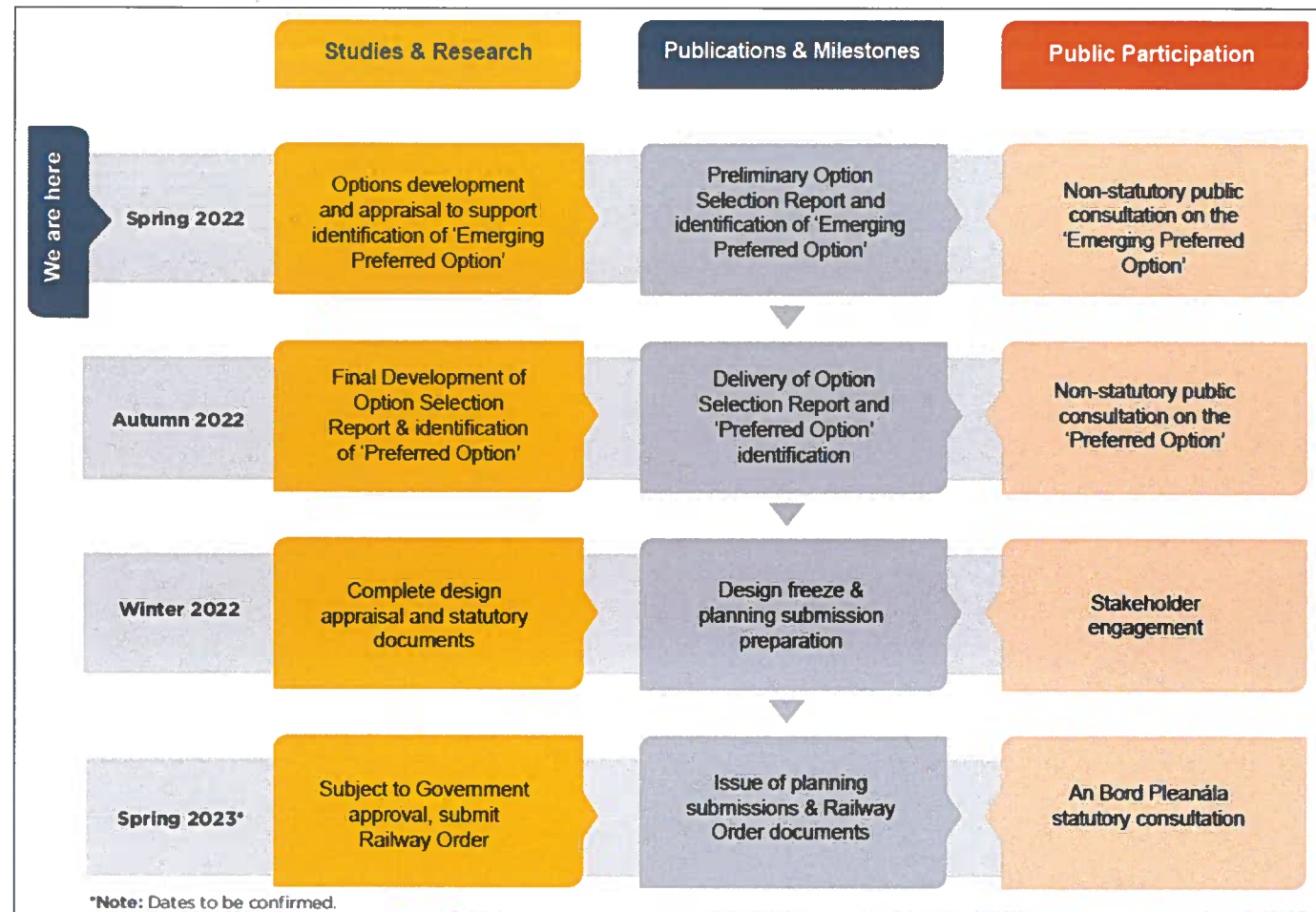


DART+ Coastal North

Overview of PC1

Public Consultation

- We have commenced Public Consultation No. 1 on the Emerging Preferred Option.
- We are asking the public, as potential users of the improved services, and those likely to be affected by its development for their views of our plans to inform the emerging preferred design and help us improve the project.
- As the design process advances and the designs are further developed and matured another public consultation will take place.



Public Consultation Documentation

- Letters to potentially affected landowners
- Letters to prescribed bodies
- Leaflet to adjacent communities
- Virtual consultation room
 - Multi-media engagement tools
- Dedicated website - www.dartplus.ie
 - Project documentation
 - Brochure
 - Preliminary Options Selection Report
 - Technical documentation



How People can Engage

Contact via the following means:

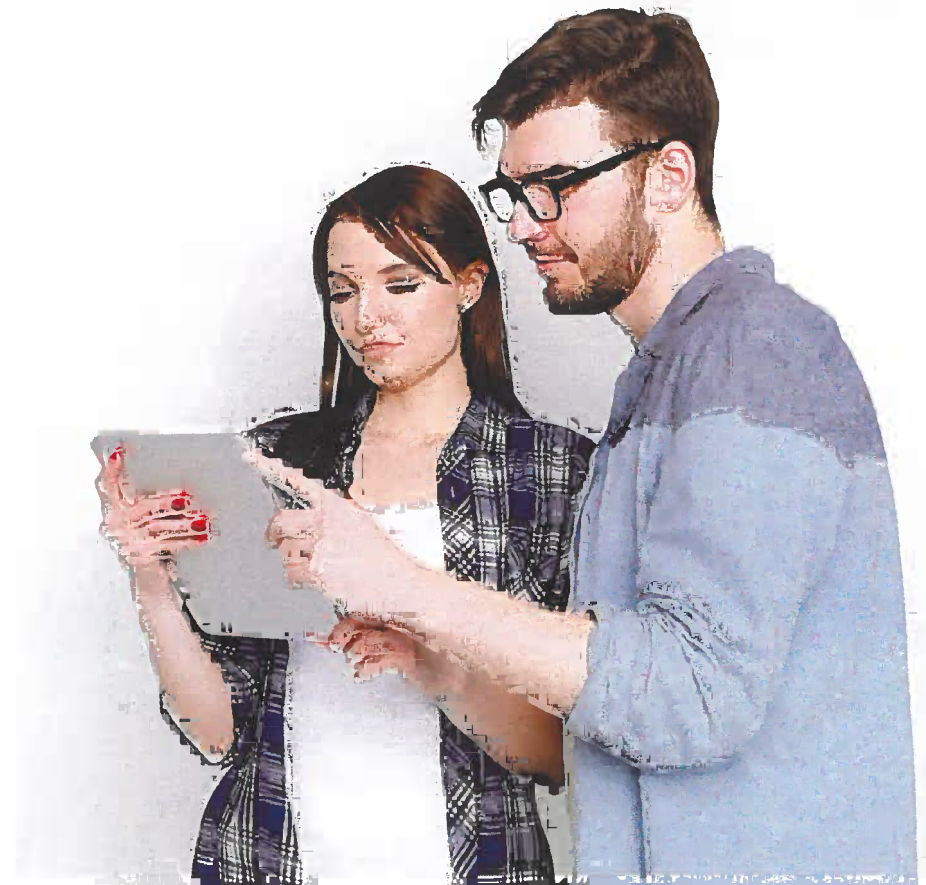
Website: www.dartplus.ie

Email: DARTCoastalNorth@irishrail.ie

Phone line: 01 233 4515

Or in writing to:

**Community Liaison Officer
DART+ Coastal North,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
Dublin 8.
D08K6Y3**



Public Consultation - engagement

- Public Webinars held as follows:
 - Dublin City Centre to Donaghmede Area – 8th March
 - Bayside to Howth Area – 9th March
 - Clongriffin to Malahide Area – 10th March
 - Donabate to Balbriggan Area – 14th March
 - Gormanston to Drogheda Area – 15th March
- Good attendance at webinars
- Initial feedback on the project is generally positive with some specific concerns around proposed future operational changes
- All submissions will be reviewed in detail and will inform our design as it progresses
- Our responses to submissions will be documented in PC2



DART+ Coastal North

Key Interventions – Initial Feedback Received

Dublin City Centre to Donaghmede Area

- Works in this area very limited – Fairview Depot and signalling/telecommunications
- Initial feedback related to:
 - Need for four tracking to accommodate the increased capacity and frequency
 - Journey time reliability



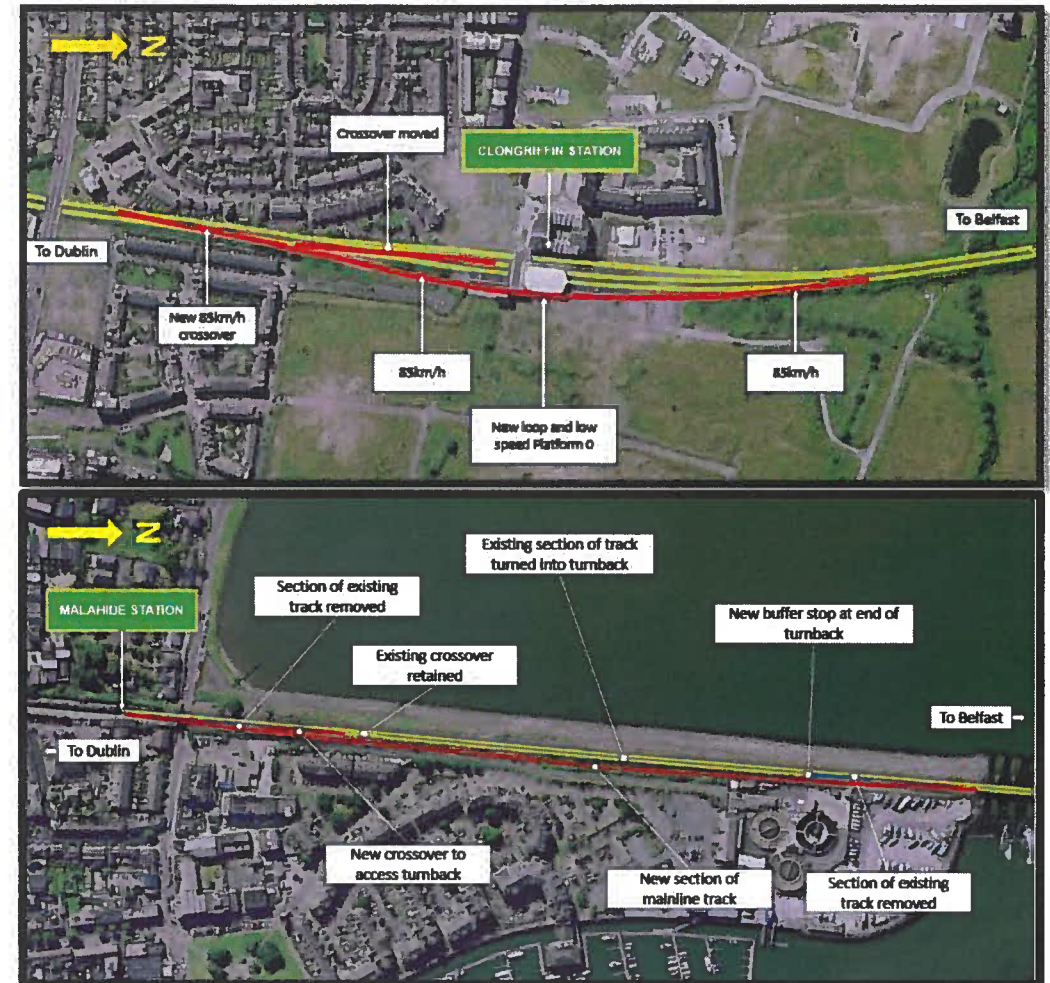
Bayside to Howth Area

- No significant feedback to date on proposed infrastructural changes (platform extension, track modifications, etc)
- Significant concern raised in initial feedback relates to future operations, including:
 - The station at Howth Junction and Donaghmede – safety and security in particular
 - The shuttle service proposed during peak periods – the need for an interchange (including the issues above re the station) but also the inconvenience assoc. with this
 - The level crossings on the Howth Branch – perceived increased delays for road traffic associated with this proposal



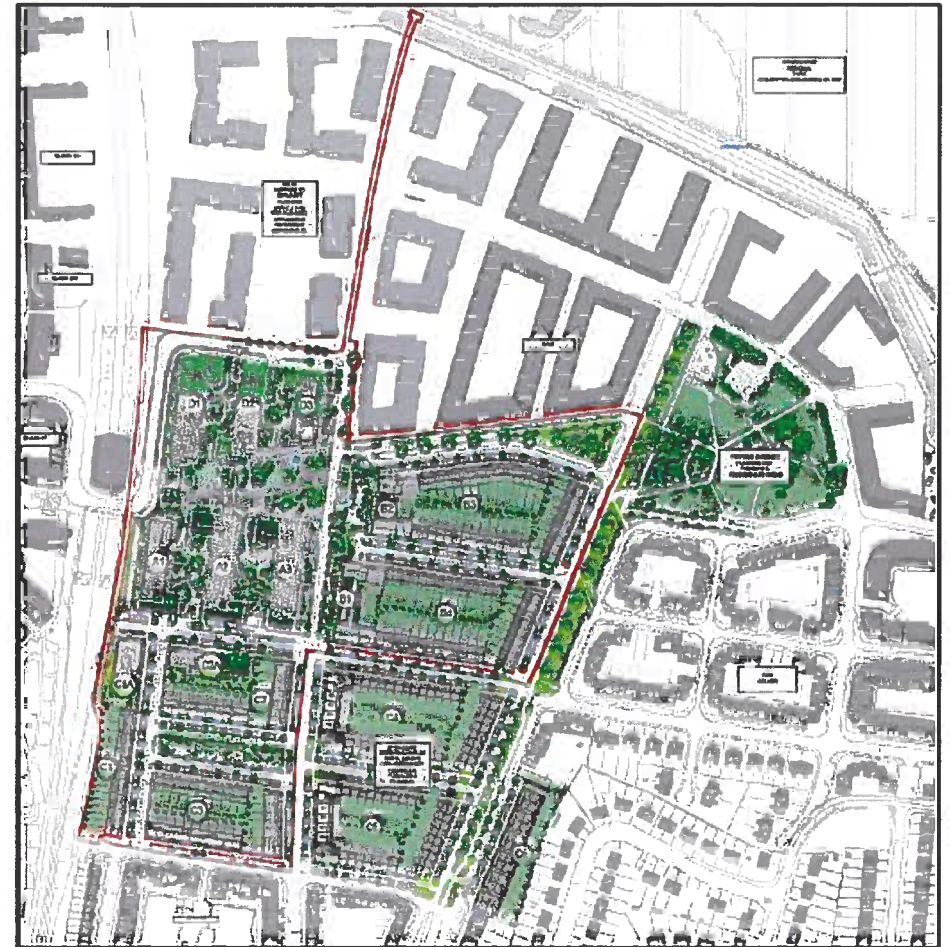
Clongriffin to Malahide Area

- Initial feedback related to:
 - Journey time reliability
 - Howth Junction and Malahide and Clongriffin Stations
 - Safety
 - Security
 - Other station facilities



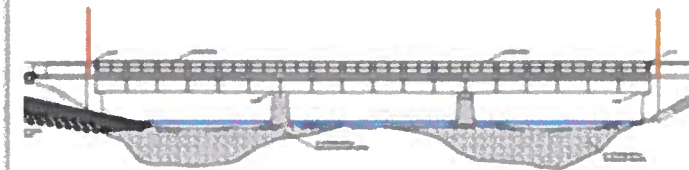
Clongriffin Station – Integration with Shoreline Developments

- Discussions with Shoreline Developments are ongoing
- Interface issues remain to be fully resolved
- Upcoming discussions planned to focus on:
 - Phasing/timing and co-ordination of works
 - Construction access arrangements
 - Property boundary



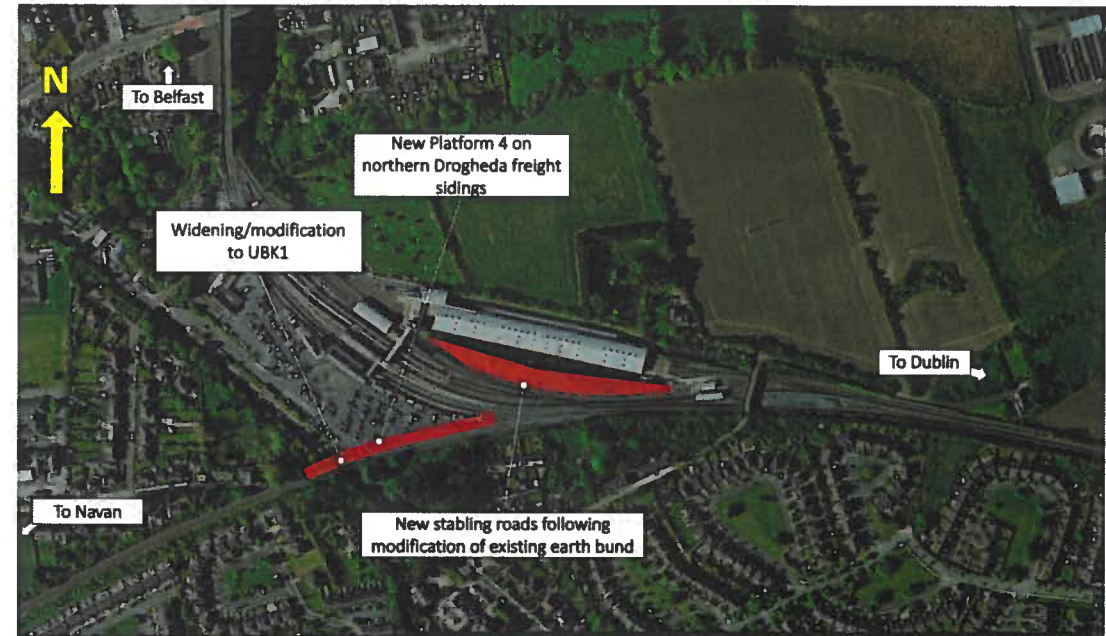
Donaghbate to Balbriggan Area

- This area includes OHLE works proposed at Rogerstown and Balbriggan viaducts
- Initial feedback related to:
 - Journey time reliability
 - The need for four tracking (especially towards the city centre)
 - Train specifications – seating provision, toilet facilities, etc
 - Safety and security at stations and station facilities



Gormanston to Drogheda Area

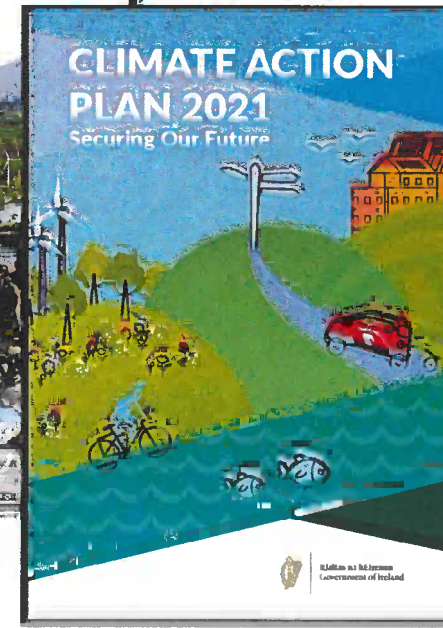
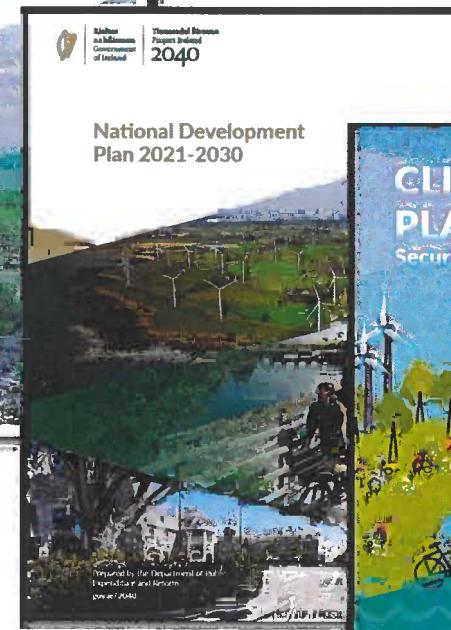
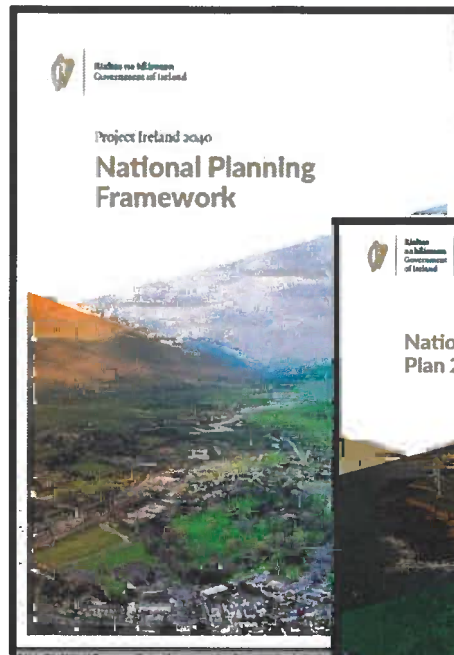
- Generally positive feedback to date
- Key issues raised relate to:
 - Facilities on trains – toilets, etc
 - The need to cater for those to the north of Drogheda (need for station north of the town)
 - Need for new stations to serve new and established communities (eg Bettystown)



DART+ Coastal North Planning Context Overview

EU, National and Regional Policy

- Strong policy support for DART+ Coastal North at EU, national and regional level, including:
 - Trans-European Network for Transport (TEN-T) – Regulation (EU) No 1315/2013
 - EU Sustainable and Smart Mobility Strategy
 - National Planning Framework and National Development Plan (2021 – 2030)
 - National Investment Framework for Transport in Ireland (NIFTI)
 - Climate Action Plan 2021
 - Eastern and Midlands Region Spatial and Economic Strategy 2019 – 2031
 - Transport Strategy for the GDA (2016 – 2035) and the Draft Strategy (2022 – 2042)



Local Planning Policy

- Strong local planning policy support for DART+ Coastal North
- Relevant policy context included in County Development Plans and Local Area Plans, including:
 - Dublin City Development Plan
 - Clongriffin – Belmayne LAP
 - Fingal County Development Plan
 - Baldoyle – Stapolin LAP
 - Portmarnock South LAP
 - Donabate LAP
 - Meath County Development Plan
 - East Meath LAP
 - Louth County Development Plan



Local Planning Policy

Dublin City Development Plan 2016 – 2022

- *“MTO1: To encourage intensification and mixed-use development **along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development**, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.”*
- *MT3: To **support and facilitate the development of an integrated public transport network** with efficient interchange between transport modes, **serving the existing and future needs of the city** in association with relevant transport providers, agencies and stakeholders.*
- *MT4: To promote and facilitate the provision of Metro, all heavy elements of the **DART Expansion Programme** including DART Underground (rail interconnector), **the electrification of existing lines**, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.*
- *MT6: (i) To work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a **coordinated approach to improving the rail network**, integrated with other public transport modes to **ensure maximum public benefit and promoting sustainable transport and improved connectivity**.*
- *MT05: (i) To facilitate and support measures proposed by transport agencies to **enhance capacity on existing public transport lines and services, to provide/ improve interchange facilities and provide new infrastructure**.”*

Local Planning Policy

Clongriffin – Belmayne Local Area Plan

- Clongriffin – Belmayne LAP published in 2012, extended until December 2022
- LAP areas on the northern border of DCC – primarily zoned Z14, the objective of which is *“to seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and “Z6” (enterprise and employment) would be the predominant uses”*
- The key aims of the Movement and Transport section of relevance are:
 - ***“To improve accessibility and maximise the use of public transport.***
 - ***Cater not only for travel demand but also for reductions in congestion and pollution.***
 - ***Place a stronger emphasis on sustainable forms of transport such as walking, cycling and public transport, particularly for short trips.”***
- Objective MT05 is also relevant:
 - ***“To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.”***

Local Planning Policy

Fingal Development Plan 2017 - 2023

- Objective MT01: **Support National and Regional transport policies** as they apply to Fingal. In particular, the Council supports the Government's commitment to the proposed new Metro North and **DART expansion** included in *Building on Recovery: Infrastructure and Capital Investment 2016-2021*. The Council also supports the **implementation of sustainable transport solutions**.
- Objective MT02: Support the recommendations of the National Transport Authority's **Transport Strategy for the Greater Dublin Area 2016-2035** to facilitate the future sustainable growth of Fingal.
- Objective MT05: Integrate land use with transportation by allowing higher density development along **higher capacity public transport corridors**.
- Objective MT30: Support *Iarnród Éireann* and the NTA in implementing the **DART Expansion Programme**, including the **extension of the DART line to Balbriggan**, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.
- With regard to the development strategy for Balbriggan, Objective 12 states:
 - “Promote and facilitate an enhanced railway station (a Protected Structure) and rail service, including the **extension of the DART rail service to Balbriggan**.”

Local Planning Policy

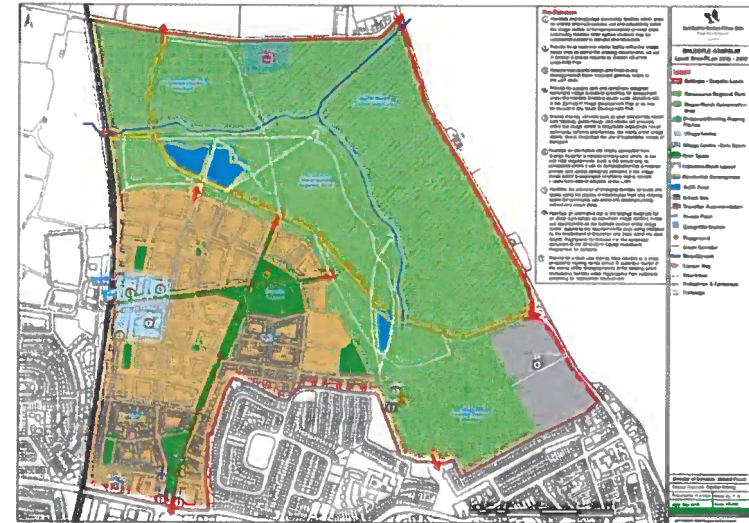
Fingal Development Plan 2017 - 2023

- There are a number of indicative cycle/pedestrian routes adjoining the existing railway line, including:
 - Howth Junction north to Grange Road.
 - Sutton Station east to Howth Station
 - Malahide Estuary north across Malahide Railway Viaduct
 - From Donabate north across the Rogerstown Viaduct
 - Baldoyle to Portmarnock Greenway.
- DART+ Coastal North is cognisant of these proposed developments and is liaising with FCC in this regard

Local Planning Policy

Baldoyle – Stapolin LAP

- Adopted in 2013 and extended to May 2023
- Lands on southern boundary of Fingal County Council
- Plan lands comprise the site of the former Baldoyle Racecourse and Stapolin House – zoning is provided for between 800 – 1100 dwellings and a new village centre
- Vision is to create a place to live that is appealing, distinctive and sustainable with minimal impact on the surrounding environment and coast.
- Objective GI 16 states: *“Create new green links to connect publicly accessible open spaces to main destination points, such as the DART station, bus stops, village centre, proposed school, health facilities and other publicly accessible open spaces including Racecourse Park.”*



Local Planning Policy

Portmarnock South LAP 2013

- Adopted in 2013 and extended to July 2023
- c. 86 ha, of which c. 40 ha is zoned residential
- Lands are directly to the south-east of Portmarnock DART station
- Objective TM 1 is relevant: ***“Ensure that future planning applications and development of the plan lands are **designed to have regard to Iarnród Éireann future rail improvement proposals.**”***
- All residential zoned lands are within walking distance of Portmarnock train station, which is a crucial element in contributing to sustainable development

Donabate LAP 2016

- Adopted in 2016 and extended to July 2026
- c. 138 ha in four separate parcels
- Seeks to establish a framework for the planned, co-ordinated and sustainable development of these lands, as per the Vision Statement
- LAP notes that the NTA has requested Irish Rail to progress the extension of the DART rail service to include Donabate
- Objective 3.2 is relevant: ***“Support the NTA’s proposed electrification of the Northern Line from Malahide to Balbriggan to allow an extension of DART services to Balbriggan.”***

Local Planning Policy

Meath County Development Plan 2021 - 2027

- The following policies and objectives in the Draft Development Plan of specific relevance to the DART+ Coastal North project include:
 - *“MOV POL 1: To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are **well served by public transport**, in line with the guiding principles outlined in RPO 8.1 of the EMRA RSES 2019-2031*
 - *MOV POL 3: To promote sustainable land use planning measures which **facilitate transportation efficiency**, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the **greater use of public transportation throughout the County***

Local Planning Policy

East Meath LAP 2014 - 2020

- LAP prepared to provide a statutory framework for the future growth and development of Bettystown-Laytown-Mornington East-Donacarney-Mornington
- Plan identifies lands adjacent to Laytown Railway Station as being suitable for employment uses together with park and ride facilities.
- The following policies in the LAP of specific relevance to the DART+ Coastal North project include:
 - ***“TD POL 12: To develop the east coast rail line as a valuable tourist resource creating ease of access from North and South to a variety of attractions and recreational activities associated with the coastline.***
 - ***TM POL 13: To support the improvement of existing rail transport infrastructure including the existing Dublin – Drogheda rail service which serves the urban settlement of Laytown and Gormanstown and to seek to have the proposed electrification of this rail line extended to Drogheda.”***

Local Planning Policy

Louth County Development Plan 2021 - 2027

- Supercedes the Drogheda Borough Council Development Plan and the North Drogheda and Environs LAP
- Objective SS13: *To support **investment in public and sustainable transport infrastructure** and services in Drogheda including the progression of the **DART Expansion Programme** which includes the **electrification of the rail line and the extension of DART services to Drogheda***
- Objective MOV 2: *To facilitate the integration of land use with sustainable transportation infrastructure in accordance with the requirements of RPO 8.1 in the RSES by supporting the creation of a critical mass of population and employment related development that would **maximise investment in public transport infrastructure** and create compact, sustainable settlements.*
- Objective MOV 12: *To support the **DART Expansion Programme** including **new infrastructure and the electrification of existing lines along the northern rail line to Drogheda.***

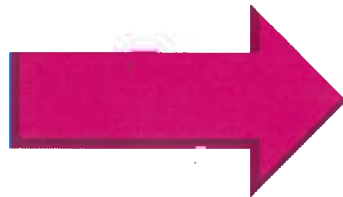
Policy Context Summary

EU Policy

National Policy

Regional Policy

Local Policy



DART+ Coastal North Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.

DART+ Coastal North

EIAR Overview

Overview of RO Process

- Railway works, such as those proposed by the DART+ Coastal North project are governed by the Transport (Railway Infrastructure) Act, 2001, as amended by the Strategic Infrastructure Act, 2006
- The proposed development requires a Railway Order under the relevant legislation
- The Transport (Railway Infrastructure) Act, 2001, as amended set out the requirements for the RO process, under Section 37 as follows:

“ (2) An application under subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by—

(a) a draft of the proposed order,

(b) a plan of the proposed railway works,

(c) in the case of an application by the Agency or a person with the consent of the Agency, a plan of any proposed commercial development of land adjacent to the proposed railway works,

(d) a book of reference to a plan required under this subsection (indicating the identity of the owners and of the occupiers of the lands described in the plan), and

(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an “environmental impact statement”) of the proposed railway works, and a draft plan and book of reference shall be in such form as the Minister may specify or in a form to the like effect.”

EIAR Overview

- The requirement for an EIAR to accompany the Railway Order application arises under the Transport (Railway Infrastructure) Act, 2001 as amended and the EIA Directive
- European Union (Railway Orders) Environmental Impact Assessment)(Amendment) Regulations 2021 amend the Transport (Railway Infrastructure) Act, 2001, as amended (and other relevant legislation) to take account of the transposition of Directive 14/52/EC
- EIA Screening Report in preparation – will conclude a mandatory EIAR is required
- EIA Scoping Report in preparation – informal scoping exercise proposed
- EIAR – baseline information being gathered, impact assessments to commence in Q3 2022, with an RO submission date of Q1 2023
- Consultation with key stakeholders – statutory bodies and NGOs to inform EIAR – to increase in coming months

Format of the EIAR

- Grouped format structure proposed
- Emphasis on ensuring documentation is clear, concise and accessible
- Four proposed volumes
 - Volume 1 – Non Technical Summary
 - Volume 2 – Main text of EIAR
 - Volume 3 – Technical Figures
 - Volume 4 – Technical Appendices
- Technical appendices will include (among others):
 - Flood Risk Assessment
 - CEMP

Environmental Baseline Surveys

- Biodiversity Surveys
 - Trackside habitat surveys undertaken in Summer 2021; follow on surveys planned for Summer 2022 to take account of areas outside IE property (such as substations/compounds)
 - Winter bird surveys ongoing (October 2021 – March 2022)
 - Breeding bird surveys planned for Summer 2022
 - Mammal surveys (including badger surveys) completed in 2021
 - Invasive species surveys – ongoing
 - Bat surveys – summer surveys completed in Summer 2021; hibernation surveys (at key bridges of interest) planned for May 2022
- Other environmental surveys planned for Summer/Autumn 2022
 - Traffic surveys
 - Noise surveys
 - LVIA surveys
 - Architectural heritage surveys
 - Archaeology site walkovers
- Ground Investigation campaign planned to start Q2 2022 to inform design and EIAR
 - Appropriate Assessment Screening Reports prepared for GI works
 - Planning permission may be needed for some GI works (Malahide/Rogerstown Estuaries) – planning application to Fingal County Council

Key focus areas for EIAR

- Competent experts – all specialists are competent experts, in whom ABP can have confidence
- Integration between the design and EIA teams, to ensure environmental design and mitigation is considered at the earliest stage
- Our options selection process is robust – with a focus on ensuring environmental considerations are taken into account in the decision making process
- We understand the need for a detailed project description and construction strategy, including phasing to enable a robust impact assessment
- Mitigation hierarchy
 - Impact avoidance is preferred
 - If avoidance is not possible, then appropriate mitigation will be designed to reduce impacts
- The approach to cumulative assessment is being considered carefully, in respect of:
 - Other DART+ projects – close co-ordination between various EIA Co-ordinators across DART+ programme
 - Other relevant developments

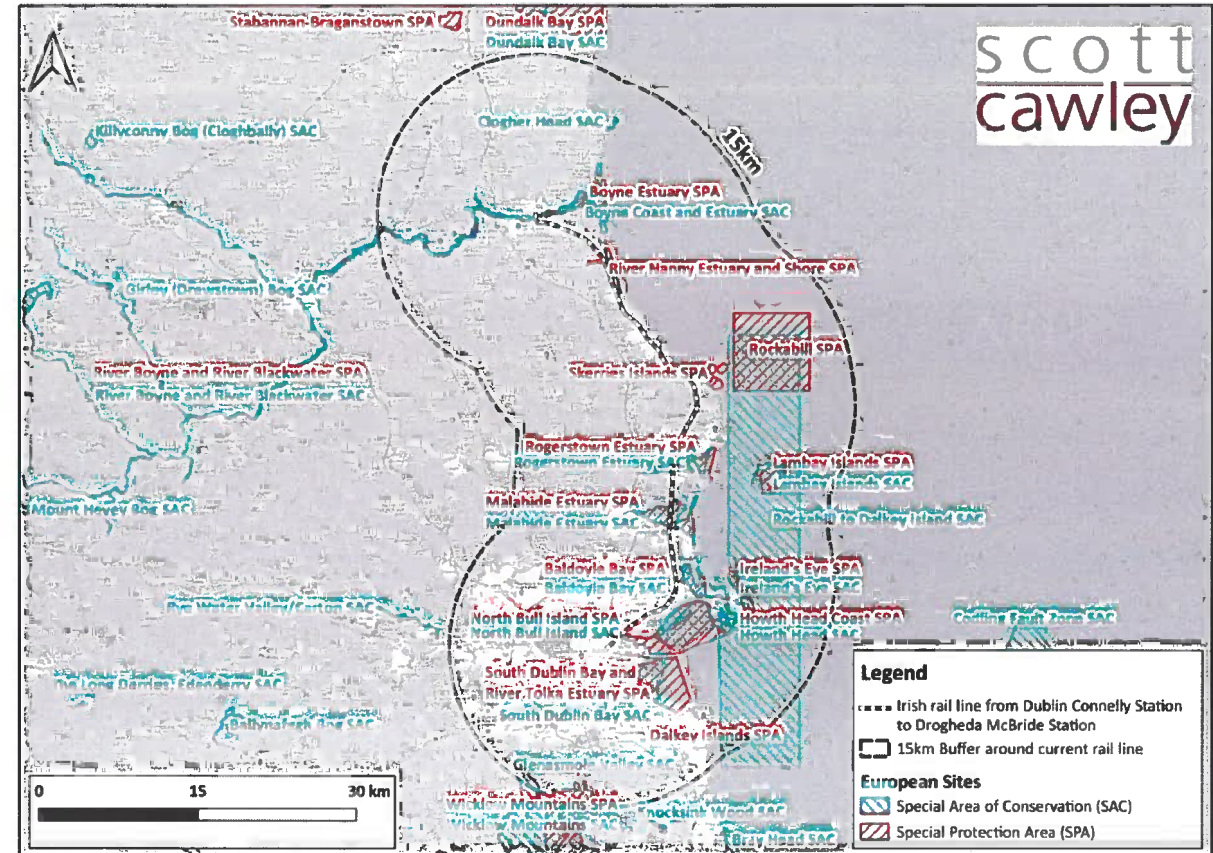
DART+ Coastal North

AA Overview



AA Overview

- DART+ Coastal North traverses, is in close proximity to, or is hydrologically linked to a number of European sites
- Scott Cawley are our Biodiversity and AA consultants
- We understand the rigour that is needed for the AA process
- We will focus on robust documentation which will allow ABP to reach a reasoned conclusion, beyond scientific doubt





DART+ Coastal North

Interdependencies between DART+ Projects

DART+ Coastal North

Interdependencies between Projects

National Development Plan

- DART+ Programme is described based on a number of discrete infrastructure delivery projects. These discrete projects are:
 - DART+ BEMU Charging Infrastructure
 - DART+ West
 - DART+ South West
 - DART+ Coastal North
 - DART+ Coastal South
- The division into discrete projects facilitates the delivery of public transport benefits on an incremental basis and the ability to take each project sequentially through the planning process as expeditiously as possible

NTA Transport Strategy for the GDA 2016 – 2035 (and the Draft Strategy 2022 – 2042)

- Describes the DART+ Programme based on discrete infrastructural delivery projects which can be delivered sequentially
- Acknowledges that the current DART+ Programme may be further expanded to meet further growth requirements
- Pace of implementation of the Strategy will be guided by:
 - Level of exchequer funding
 - Maturity of projects through the planning process

DART+ Coastal North

Interdependencies between Projects

DART+ Programme Business Case

- Preliminary Business Case (PBC) constructed on the principle of the discrete project descriptions
- Government approved PBC in December 2021, which authorised:
 - the award of a fleet procurement contract for new electric and battery/electric trains
 - lodgement of the DART+ West Railway Order
- Updated PBCs will be submitted to seek approvals for lodgement of ROs for the remaining DART+ projects

DART+ Coastal North

Interdependencies between Projects

Transport (Railway Infrastructure) Act 2001, as amended

- Act addresses the issue of project sequencing and potential legal challenges pre, during and post RO application/decision, including:
 - Section 43(4) of the 2001 Act expressly anticipates legal challenges and provides for a number scenarios ***after the approval process*** and ***before*** a Railway Order is deemed ***to come into operation***. In such scenarios the 2001 Act expressly provides when a Railway Order is deemed ***to come into operation***;
 - Section 44(1) and 44(2) of the 2001 Act grants to the Board extensive general and specific powers in relation to a Railway Order including the manner in which the railway or the railway works or any part of it is to be constructed, the manner in which the railway works are to be operated and maintained and fixing the period within which the construction of the railway works is to be completed;
 - The compulsory acquisition part of the Railway Order only begins ***upon the commencement of a Railway Order*** and from a compulsory acquisition perspective the flexibility of the process is maintained by the fact that the 2001 Act and the Railway Order together are deemed to be a Special Act;
 - The Board has the ultimate residual power, ***after the approval process*** and ***after*** a Railway Order ***has been deemed to come into operation***, to initiate a process where it proposes to revoke a Railway Order if there has been a failure to comply with a condition, restriction or requirement specified in a Railway Order and the Railway Undertaking can appeal the notification of such a proposal.

DART+ Coastal North Programme Update

DART+ Coastal North

Progress / Project Phases / Programme



Progress to Date

- Mobilisation
- Constraints / Information Gathering
- Option development / Optioneering
- Identification of an Emerging Preferred Option
- Preparation for Public Consultation No. 1
- Launch of PC1
- Ongoing options development /optioneering – substations and bridge clearances.
- Initial findings re level crossing operations on Howth Branch being validated

Major Milestones

Delivery programme for DART+ North is still subject to amendment based on evolving design process.

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Autumn 2022 - Commence Public Consultation No.2 on Preferred Option;
- Winter 2022 - Design freeze & planning submission preparation;
- Spring 2023 - Submit Railway Order Application to An Bord Pleanála
- Subsequent to RO approval
 - Late 2024 - Award Construction Contracts
 - Spring 2027 - Complete Construction and Initiate Testing & Commissioning
 - Autumn 2028 - Complete Testing & Commissioning

DART+ Programme Legal Statement

DART+ Programme, Legal Statement

© Copyright Iarnród Éireann. All rights reserved. Any information provided herein by Iarnród Éireann is produced for a specific purpose and based on information known at the date of the presentation.

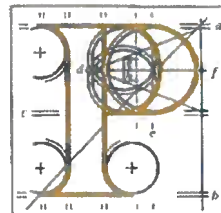
All data, documentation and information concerning the DART+ Programme, as disclosed in this Presentation or discussed by Iarnród Éireann during this Presentation, is strictly private and confidential and may not be disclosed or released to any third party in whole or in part, its servant or agents, without the prior written consent of Iarnród Éireann.

Furthermore the Iarnród Éireann logo or any brand or tradename or trademark (whether registered or not) of Iarnród Éireann or in connection with the DART+ Programme (or the logos, graphics, photographs or any other branding within this presentation) may not be used or permitted to be used in whole or in part without the prior written consent of Iarnród Éireann.

All press releases in connection with the DART+ Programme will be issued by Iarnród Éireann through its Corporate Communications Department at Connolly Station, Dublin 1 and all requests for information and/or press releases in connection with the DART+ Programme should be routed through our Corporate Communications Department.

Thank you

Our Case Number: ABP-311802-21



An
Bord
Pleanála

Iarnrod Eireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 19 April 2023

Re: DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station From East Wall Junction (to the north of Connolly Station) through to Drogheda

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the 3rd meeting of the 5th of April 2023.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

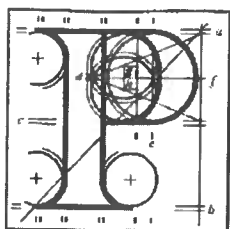
Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



An
Bord
Pleanála

Record of Meeting ABP-311802-21 3rd meeting

Case Reference / Description	ABP-311802-21 DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station. From East Wall Junction (to the north of Connolly Station) through to Drogheda.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	3rd		
Date	05/04/23	Start Time	11.00 a.m.
Location	MS Teams	End Time	12.05 p.m.

Representing An Bord Pleanála
Ciara Kellett, Director of Planning (Chair)
Conor McGrath, Senior Planning Inspector
Niamh Thornton, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, Iarnród Éireann
Paul Wilcock, Iarnród Éireann
Patrick Conway, Iarnród Éireann
Rita Monaghan, Iarnród Éireann

Gillian Sisk, Arup
Clodagh O'Donovan, Arup
Stephen Hyland, Arup

The meeting commenced at 11.00 a.m.

The Board referred to the record of the last meeting and the prospective applicant stated that it had no comments to make on same.

Presentation by the prospective applicant:

The prospective applicant opened its presentation with an update on the project since the last meeting. The first public consultation was completed in Spring 2022, the feedback from which has informed further design development. A preferred option has now been identified. A second round of public consultation is due to commence in May 2023. The preliminary design is nearing completion and work on the Railway Order documentation is in progress.

The prospective applicant stated that feedback from the first public consultation raised a number of key issues and led to further assessments and consideration of some major project elements including the inclusion of significant upgrades at Howth Junction & Donaghmede Station and the assessment of the level crossings on the Howth Branch line.

Substation locations and construction compounds can now be identified and structural assessments have identified bridges/structures requiring intervention to allow for installation of OHLE.

The prospective applicant presented a map of the preferred option and gave further detail of the proposed works including general linear works and specific works at certain stations and lines. The general linear works will consist of electrification of the existing line from Malahide to Drogheda, which will include extension of overhead line equipment, construction of 8 new electrical substations along the line and modifications to a number of bridges and viaducts. Substation locations have been

informed by power studies. Upgrades to the signalling and telecommunications systems will be implemented along the route.

Regarding the Dublin City to Malahide section of the route, as this section is already fitted with OHLE the main interventions here include the Clongriffin turnback, work at Howth Junction & Doghnamede Station and the Malahide turnback. The prospective applicant presented images and further details of the proposed works at these locations. Consultations are on-going with adjoining landowners at Clongriffin station regarding the design of the required retaining wall. At Malahide Station, a proposed retaining wall will replace an embankment with no encroachment toward Marina Village envisaged.

Regarding four existing level crossings along the Howth Branch line, the prospective applicant stated that it proposes to keep these level crossings operational. It was stated that the service frequency and capacity would increase from three to six trains per hour. The prospective applicant stated that assessments concluded that barrier-controlled crossings can continue to provide an appropriate level of connectivity and accessibility whilst meeting the increased DART service frequency requirement and sensitivity analysis shows that queue lengths are predicted to remain within available traffic queueing road space in all cases.

Regarding the Malahide to Drogheda section of the route, main intervention works here include the electrification of the line and associated works and provision of turnback facilities at Drogheda MacBride Station, details and images of which were presented by the prospective applicant. Works to Railway Terrace will provide an active travel connection to future development lands to the east / northeast.

The prospective applicant provided an update on the Battery Electric Multiple Units (BEMU) Project. Planning permission was granted by Louth County Council in February 2023 and work is now progressing on design development and procurement.

The prospective applicant gave an update on the consultations held to date. Meetings have been held with all local authorities, with another round of meetings to be held in advance of the second public consultation. All affected landowners are being identified and will be contacted in advance of the next public consultation. An EIA Scoping report has issued to all relevant stakeholders. The second round of

public consultation will run for six weeks. There will be three in-person events and online webinars. A dedicated project website has been set up and leaflets and brochures will be distributed.

The prospective applicant gave an update on EIAR preparation, detailing ongoing and completed surveys.

The prospective applicant noted that some key interventions are planned to structures/areas of architectural heritage significance and stated that design had progressed in consultation with an Architectural Heritage consultant and specific meetings had been held with local authorities to ensure solutions are acceptable from an architectural heritage perspective.

The prospective applicant stated that the application will be accompanied by a Natura Impact Statement.

Regarding CPO, some permanent and temporary land acquisition is required.

Discussion:

Regarding the level crossings on the Howth Branch line, the prospective applicant stated transport modelling to date has been focussed on the level crossings and that a wider traffic network analysis would be undertaken as part of the EIAR. The Board's representatives advised the applicant to engage with Fingal County Council regarding the impacts of the proposed development on the local road network.

Regarding appropriate assessment, the Board stated that assessments should take account of the potential impacts of night-time construction works on species / sites of conservation interest, including bird roosting activity.

The Board's representatives enquired about the results of noise surveys and whether the prospective applicant envisages that the reduction in diesel units on the line will result in an overall decrease in noise volumes. The prospective applicant clarified that detailed assessment had not yet been undertaken but that it envisages an overall decrease in noise emissions.

The Board advised that the prospective applicant should confirm as part of the application whether the proposed works will preclude any future developments along the line, such as future station development.

The prospective applicant clarified that there would be about 30-40 landowners listed on the CPO.

Conclusion:

It was agreed that another meeting would be arranged for the end of May 2023.

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting. The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process.

The meeting concluded at 12.05 p.m.

 17/4/23

Ciara Kellett

Director of Planning

DART+ Coastal North

An Bord Pleanála
Pre-Application Meeting No.3

05.04.2023

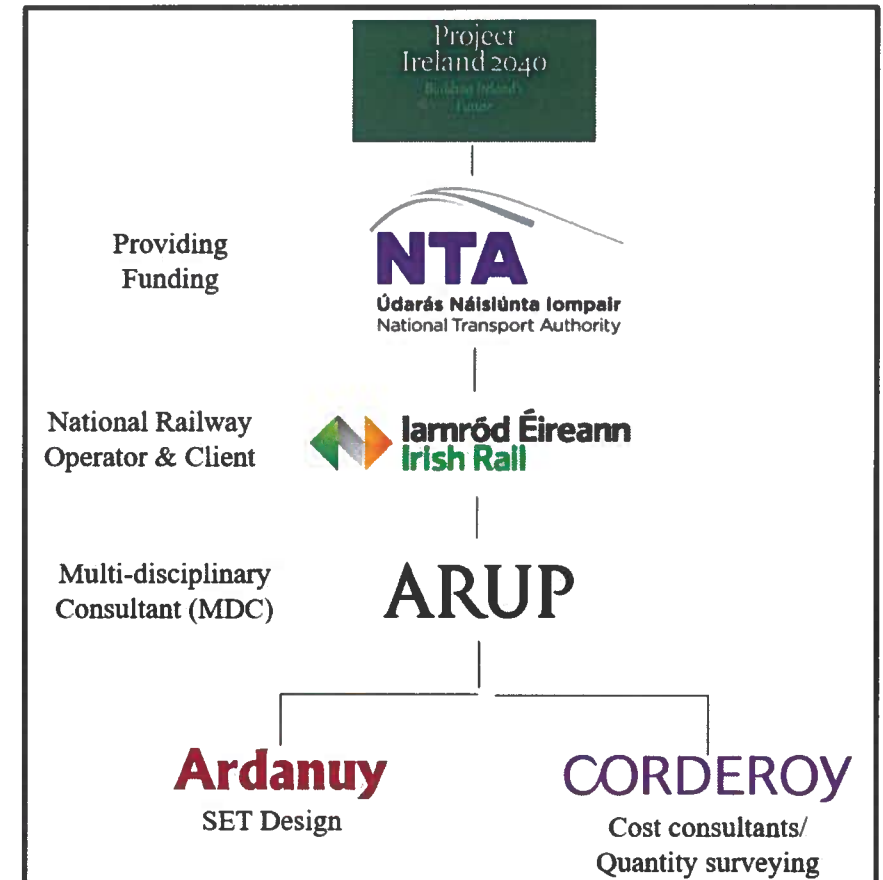
DART+ Coastal North Team

Iarnród Éireann

- Colm Reynolds, DART+ Programme Director
- Paul Wilcock, Programme Manager DART+ Coastal North
- Patrick Conway, Project Manager
- Rita Monaghan, CIE Solicitor

MDC Team

- Gillian Sisk – Project Manager
- Clodagh O'Donovan – RO Lead
- Stephen Hyland – EIA Co-ordinator



DART+ Coastal North Presentation Agenda

Agenda

1. Project Update
2. PC1 Feedback and Design Development
3. Presentation of Preferred Option
4. BEMU Update
5. Consultation Update
6. RO Update
7. Programme Update
8. Future Meetings
9. Questions & AOB.



DART+ Coastal North

Project Update

Project Update

- PC1 completed in Spring 2022
- Feedback has been considered in the further development of the design
- Options selection process now complete – Preferred Option identified
- PC2 documentation in preparation – due to commence in May 2023
- Preliminary Design nearing completion
- Work on RO documentation is in progress



*Note: Dates to be confirmed.

DART+ Coastal North

PC1 Feedback and Design Development

Feedback from Public Consultation No.1

- Feedback received during Public Consultation No. 1 raised a number of key issues for further consideration, including:
 - A significant concern was raised in relation to future operations, including:
 - The station at Howth Junction and Donaghmede – in particular, safety and security of passengers
 - The shuttle service proposed during peak periods – in particular the need for an interchange – the inconvenience associated with this, but also in respect of the issues above re the station
 - The level crossings on the Howth Branch – perceived increased delays for road traffic associated with this proposal
- This has helped shape the ongoing project design development and has led to further assessment and consideration of some major project elements, in particular:
 - The inclusion of, within the project scope, significant upgrades to **Howth Junction & Donaghmede Station** to provide a more accessible, user friendly and customer focused station for all rail users;
 - Further surveys and assessments undertaken in relation to transport modelling for the **level crossings on the Howth Branch line** confirming they are to remain operational;



Design Development

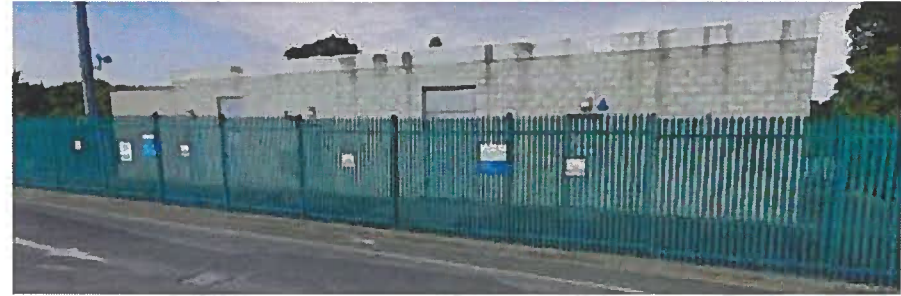
- Design development since Public Consultation No. 1 has ensured it is now possible to identify **substation locations**, as well as **construction compounds**, relating to the project.
- Structural assessments have identified **bridges/structures requiring intervention** to allow for the installation of OHLE as part of the overall extension of electrification to Drogheda MacBride Station.



DART+ Coastal North Preferred Option

Preferred Option

- General Linear Works, including:
 - Electrification
 - Electrical substations
 - Signalling
- Dublin City to Malahide, including works around:
 - Clongriffin Station
 - Howth Junction & Donaghmede Station
 - Malahide Station
 - Fairview Depot
- Malahide to Drogheda, including works around:
 - Malahide, Balbriggan, Rogerstown and Laytown Viaducts
 - Interventions at overbridges to provide OHLE clearances
 - User Worked Level Crossing, XB001
 - Drogheda MacBride Station
 - Drogheda Depot



Example of a typical substation

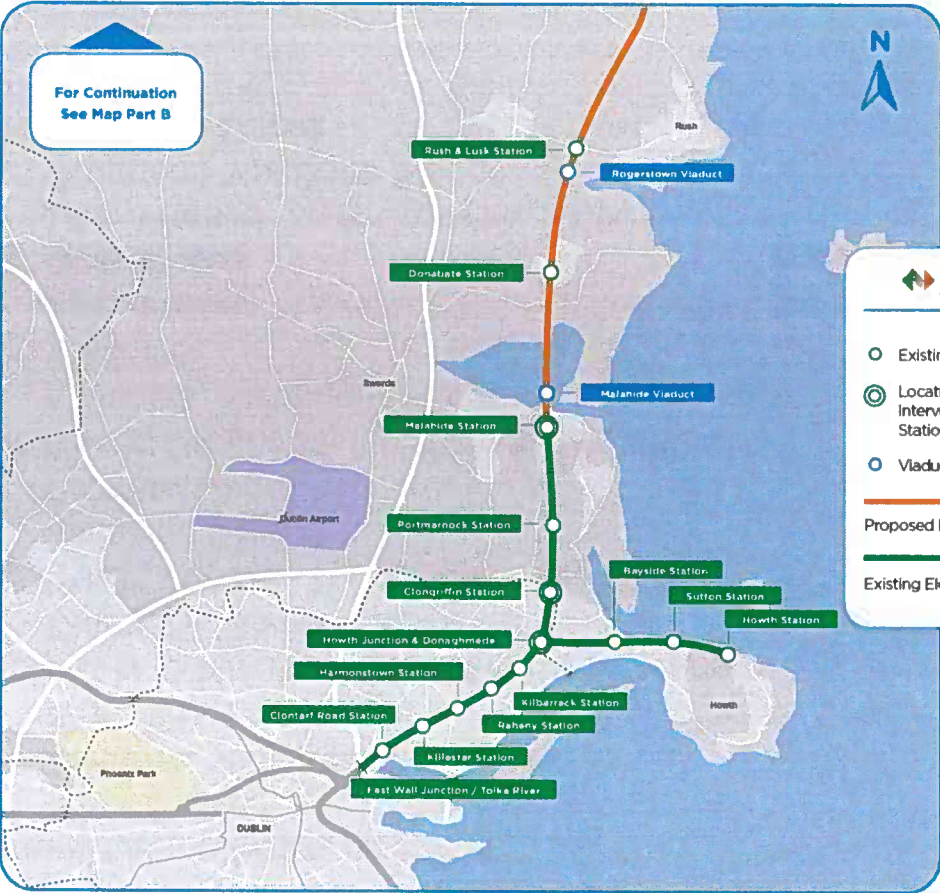


Typical Signalling Infrastructure

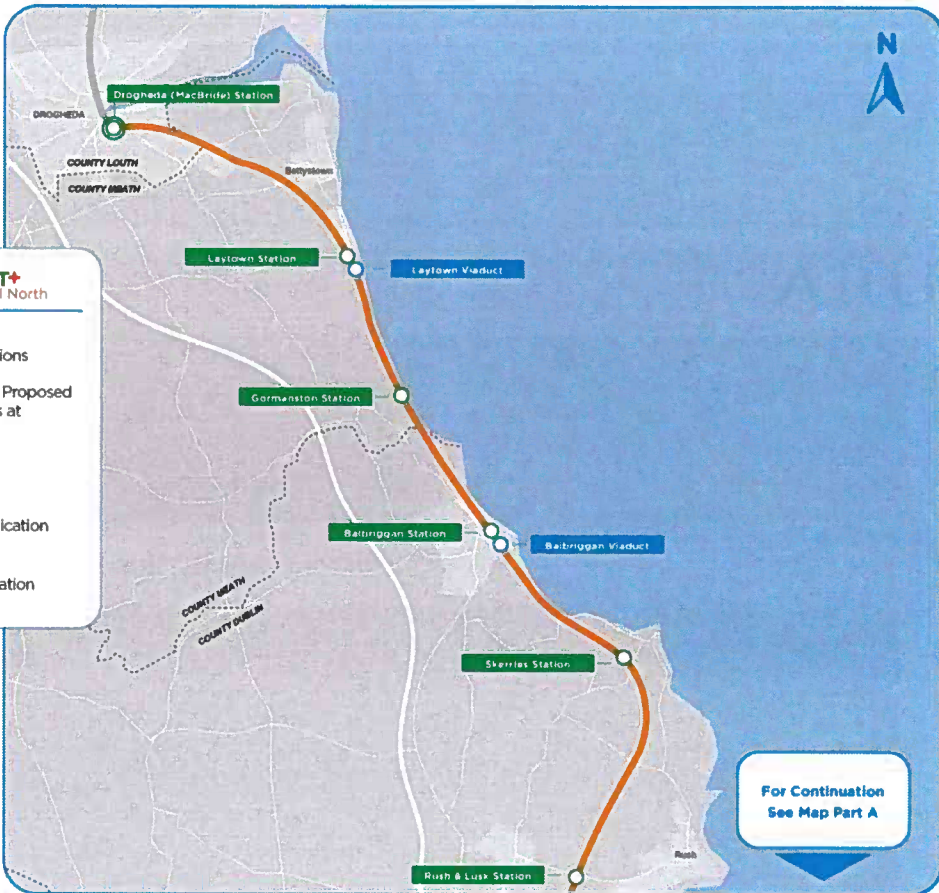


DART+ Coastal North Route Map

Map Part A

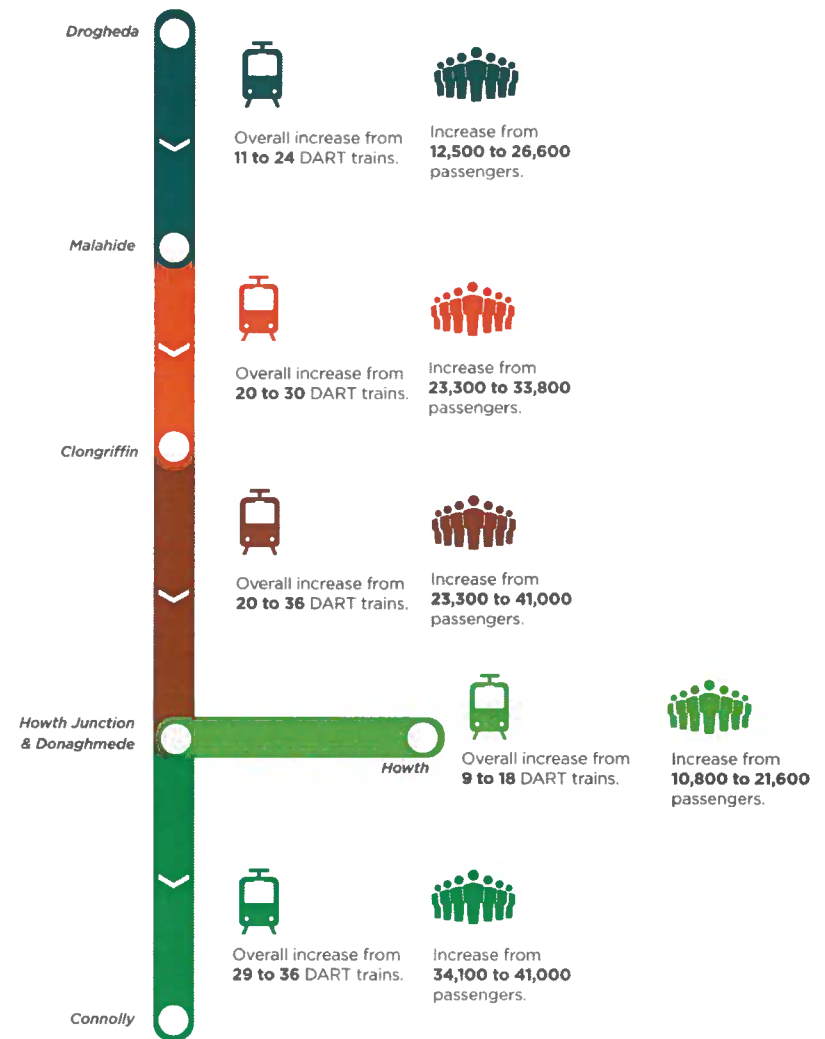


Map Part B



General Linear Works

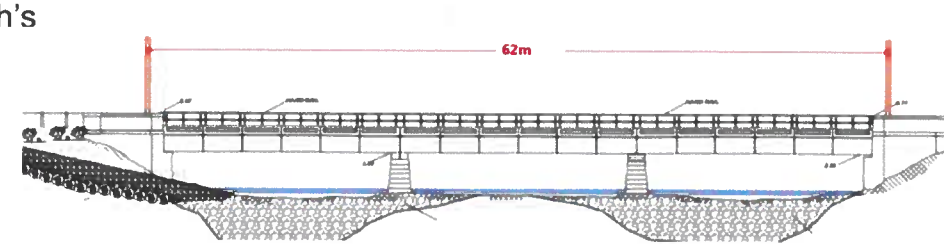
- Electrification of the existing railway line from Malahide to Drogheda, including:
 - Extension of the overhead line equipment (OHLE) from Malahide (current extent of electrification) to Drogheda;
 - Eight new electrical substations at intervals along the railway line between Malahide and Drogheda:
 - These substations will provide power to the rail network and will receive power from the local power distribution network at 38kV AC.
 - The footprint of the substation compound is c. 50 m x 20 m, with general substation building dimensions of 35 m x 10 m x 6 m (height).
 - The substations are located at:
 - Drogheda
 - Bettystown
 - Gormanston
 - Balbriggan
 - Skerries North
 - Skerries South
 - Rush and Lusk
 - Donabate



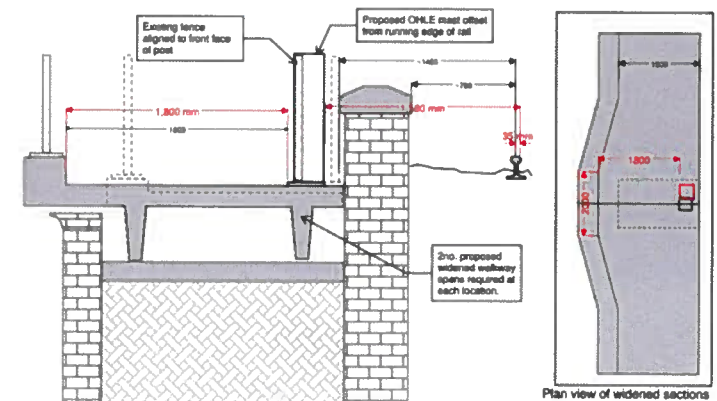
Potential future increase in train frequency and passenger capacity
for the 3-hour AM peak period for inbound/southbound
services to Dublin City Centre

General Linear Works (continued)

- Modifications to a small number of bridges to achieve the appropriate clearances for OHLE, including:
 - Upgrade to Drogheda MacBride station footbridge
 - Replacement of OBB080/80A/80B linking Railway Terrace with McGrath's Lane
 - Minor localised track lowering works at 4 additional overbridges:
 - OBB39 (carrying Station Road/R128)
 - OBB44 (carrying local road in Tyrrelstown Big)
 - OBB55 (carrying Lawless Terrace/R127)
 - OBB78 (carrying Colpe Road)
- Localised modifications to allow fixing of OHLE to underbridges/viaducts at:
 - Malahide Viaduct
 - Rogerstown Viaduct
 - Balbriggan Viaduct
 - Laytown Viaduct
- Modifications to existing overbridge parapets between Malahide and Drogheda – to minimise risk of people coming into contact with OHLE – ensuring parapets have no openings, are climb-resistant and at least 1.8 m high
- Interfaces with existing utilities, boundary treatments (including new retaining walls), drainage works, vegetation management and other ancillary works
- Closure of user worked level crossing (XB001) located to the south of Donabate
- Temporary compounds along the route



OHLE Supporting Posts at Rogerstown Viaduct



Preferred Option for Balbriggan Viaduct

Preferred Option

- General Linear Works, including:
 - Electrification
 - Electrical substations
 - Signalling
- Dublin City to Malahide, including works around:
 - Clongriffin Station
 - Howth Junction & Donaghmede Station
 - Malahide Station
 - Fairview Depot
- Malahide to Drogheda, including works around:
 - Malahide, Balbriggan, Rogerstown and Laytown Viaducts
 - Interventions at overbridges to provide OHLE clearances
 - User Worked Level Crossing, XB001
 - Drogheda MacBride Station
 - Drogheda Depot



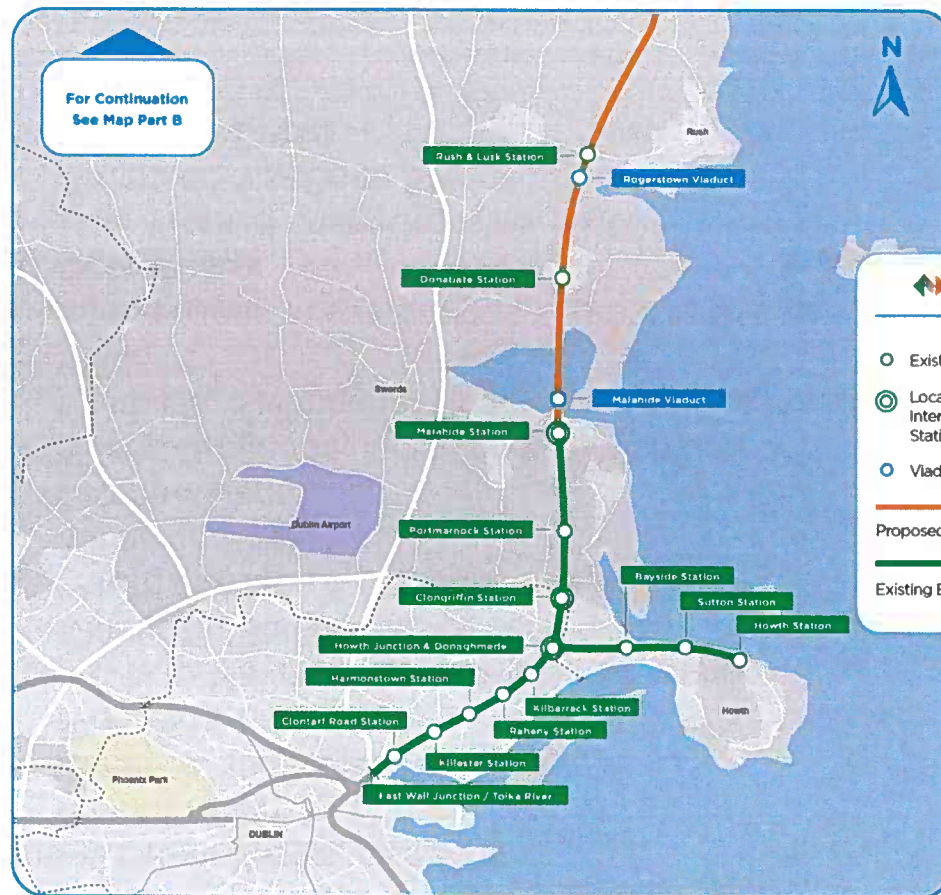
Example of a typical substation



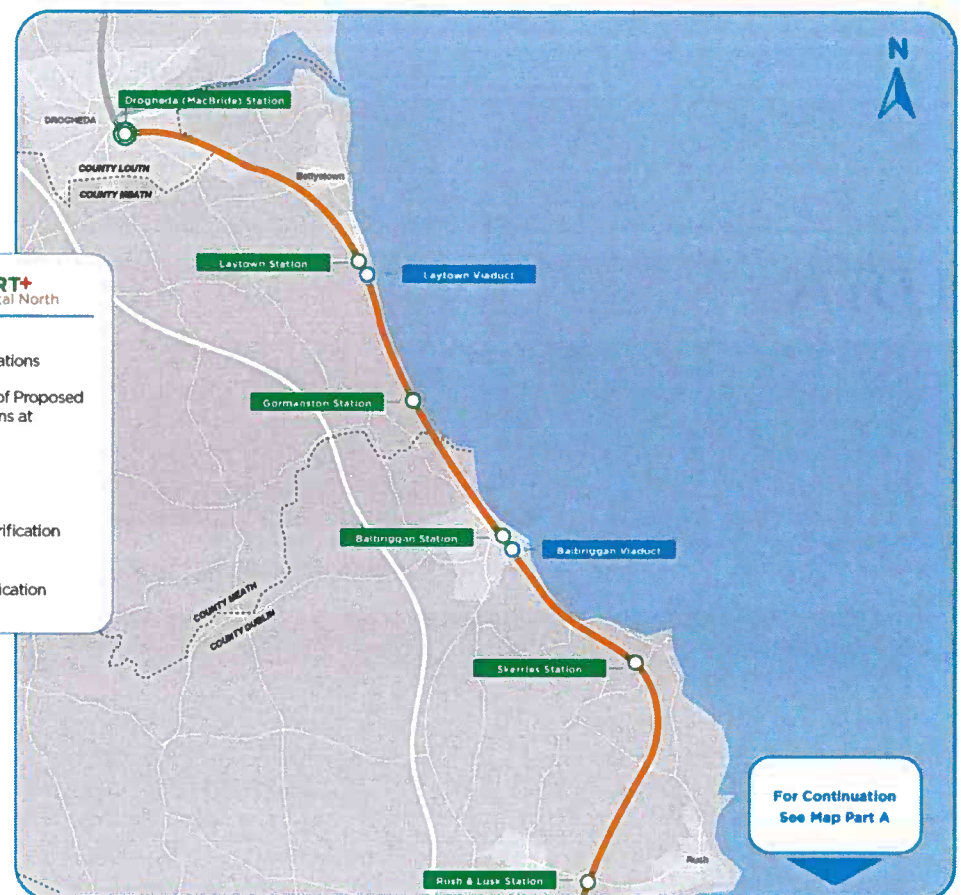
Typical Signalling Infrastructure

DART+ Coastal North Route Map

Map Part A



Map Part B



Signalling & Telecommunications

- Upgrade of the existing signalling system & replacement of some legacy components, including:
 - Signalling upgrades and additional signalling between Malahide and Drogheda
 - Minor signalling changes between East Wall Junction (Tolka River) and Malahide
 - Provision of Signalling Equipment Buildings (SEB), c. 12m x 4m x 2.6m
- Upgrades to telecommunications systems route wide, including:
 - Telecommunications Equipment Rooms (TER)
- SEBs/TERs are typically fenced off as they need to be secure



Typical Equipment Cabins (SEB & TER)

Dublin City to Malahide – Key Interventions

- Existing railway within this section is already fitted with OHLE
- Only minor changes to signalling and telecommunications envisaged
- Main interventions include:
 - Clongriffin Turnback
 - Howth Junction & Donaghmede Station
 - Malahide Turnback



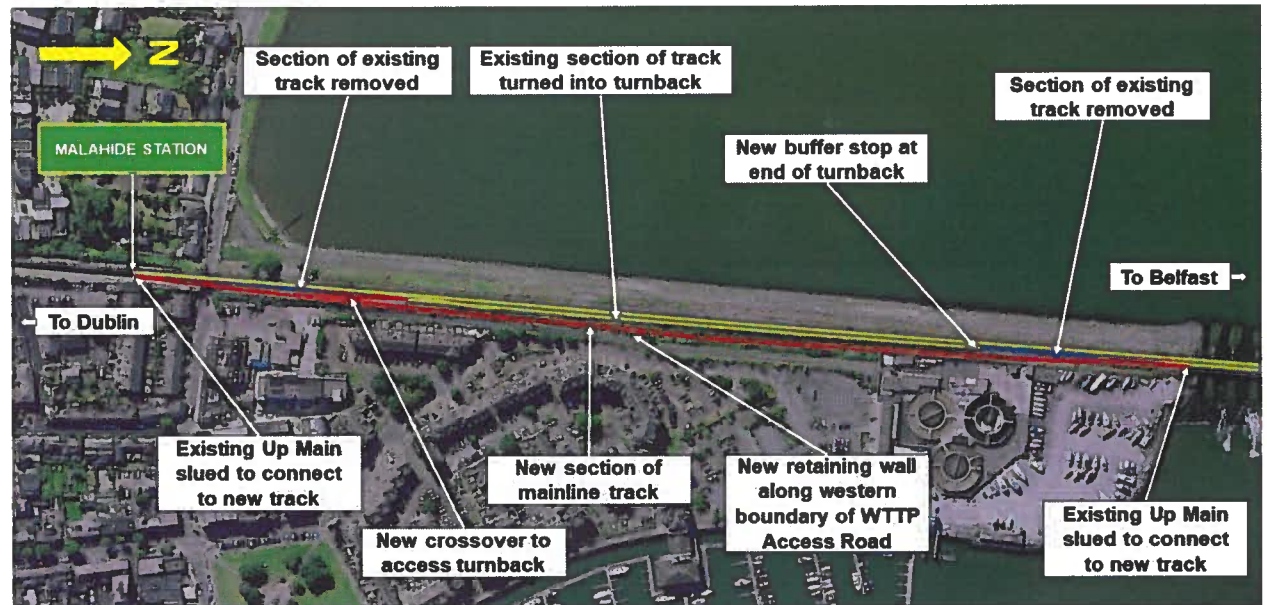
Clongriffin Turnback

- Track modifications to facilitate the increase in train services, allowing trains to be turned back, clear of continuing services on separate tracks
- New loop to serve a platform to the east side of the station, within the existing railway corridor
- Proposed to use the platform face constructed when station was built
- Retaining structure needed to the east of the station to facilitate the new loop
- Local modifications and additions to OHLE and signalling are required
- Consultation with Shoreline Developments ongoing



Malahide Turnback

- Works comprise track modifications to facilitate the increase in train services, by allowing trains to be turned back clear of continuing services on separate tracks
- Introduce a turnback immediately north of Malahide Station between Strand Road Underbridge and Malahide Viaduct
- Located between two running lines – necessitating the existing up line to be slewed to the east between the two bridges
- Existing embankment to the east needs to be widened – achieved by retaining structure alongside the realigned track
- New OHLE, signalling and modifications to existing systems required
- Works required in proximity to Wastewater Treatment Plant, with potential interference to 3rd party property rights, consultation ongoing with Marina Village, Uisce Éireann



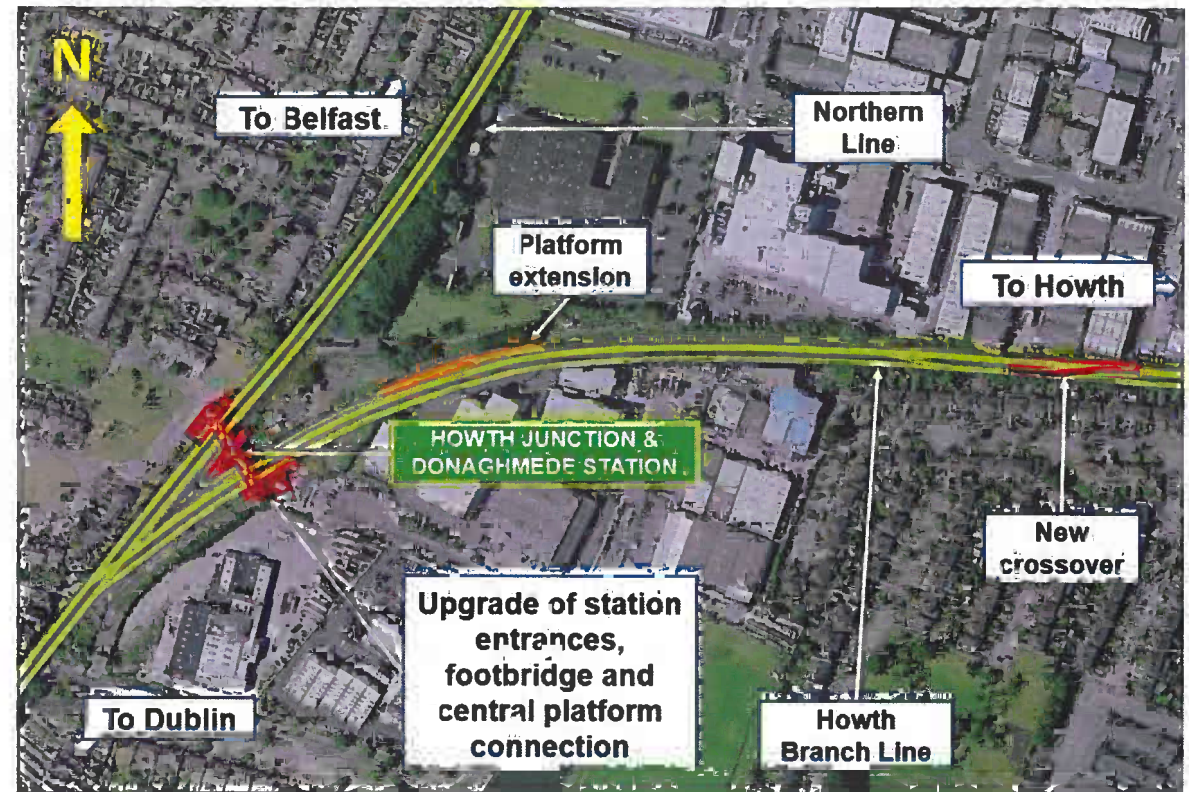
Howth Junction & Donaghmede Station

Mainline works include:

- Construction of an extension to the existing Platform 2 and some associated track modifications
- Construction of a new crossover east of the platforms
- Alterations to existing OHLE, signalling and telecoms

These works are needed, as:

- The existing crossing conflicts currently constrain capacity and train frequency on the network
- The changes will enable the operation of both
 - DART shuttle service on the Howth Branch line as required during peak times; and/or
 - A direct through service to/from Dublin City Centre
- This allows for the capacity and frequency of DART+ services on both the Northern and Howth Branch lines to be maximised
- Enables a more frequent and reliable service on Howth Branch, operating every 10 minutes each way
- Interchange introduced will be facilitated by increased frequency of stopping trains on the Northern Line



Howth Junction & Donaghmede Station Improvement Works

- In direct response to feedback from PC1, a variety of significant modification works are proposed at the station to:
 - Improve passenger experience generally
 - Develop the station to better serve as an interchange station
- Works include:
 - Upgrades to the footbridge
 - New central connection to the centre platforms
 - Improvements to the station entrance
 - Lighting, signage and finishes throughout



Visualisations of the proposed Station Works

Howth Branch Line

- Four level crossings located along Howth Branch line:
 - Baldoyle Road Level Crossing (XQ001);
 - Sutton Level Crossing (XQ002);
 - Cosh Level Crossing (XQ003);
 - Claremont Level Crossing (XQ004).
- Service frequency and capacity to increase from 3 trains per hour to 6 trains per hour
- Reliability of Howth Branch would increase with proposed DART Shuttle service – trains would no longer be susceptible to delays on Northern Line
- Traffic assessment has concluded that:
 - Barrier controlled crossings can continue to provide an appropriate level of connectivity and accessibility whilst meeting the increased DART service frequency requirement
 - Assessment based on observed traffic survey data and application of best practice methodology and industry standard software (LinSig); level crossing closure times were simulated and showed that:
 - Likelihood of vehicles, pedestrians and cyclists incurring delay increased due to increased frequency of level crossing closures
 - There will be an impact on queue lengths in the study area – in some cases queue lengths may reduce, in others queue lengths increase
 - Sensitivity analysis shows that queue lengths are predicted to remain within available traffic queueing road space in all cases



View at Sutton Level Crossing

Fairview Depot

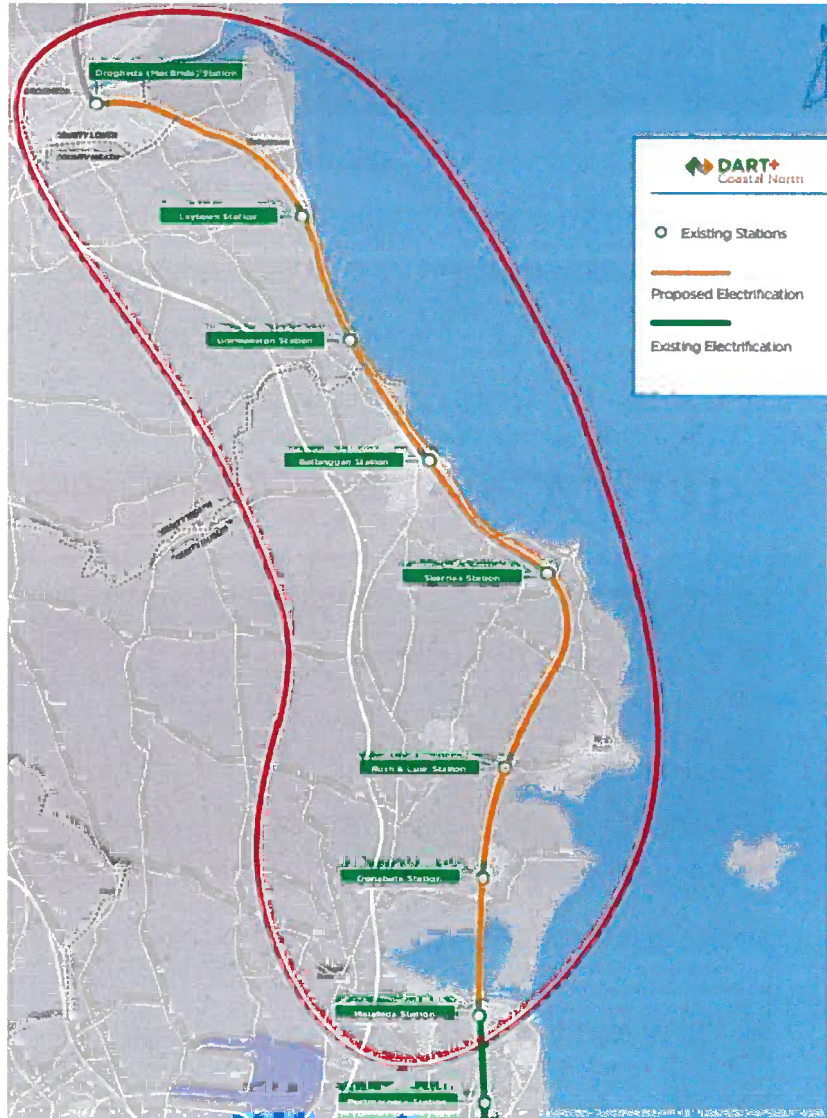
- Localised minor works to modify the facilities to cater for changes in rolling stock
- Modifications include:
 - Provision of new cleaning platforms on the sidings to the east side of the mainline, along with associated walkways and services
 - Provision of suitable access and services for cleaning staff internal to the building



View into Fairview Depot

Malahide to Drogheda

- Malahide Station to Drogheda MacBride Station
- Main interventions include:
 - General linear works as described previously, including electrification of the line from Malahide to Drogheda, bridge clearance works, signalling and telecommunications upgrades
 - Provision of turnback facilities at Drogheda MacBride Station



Malahide to Drogheda Extents

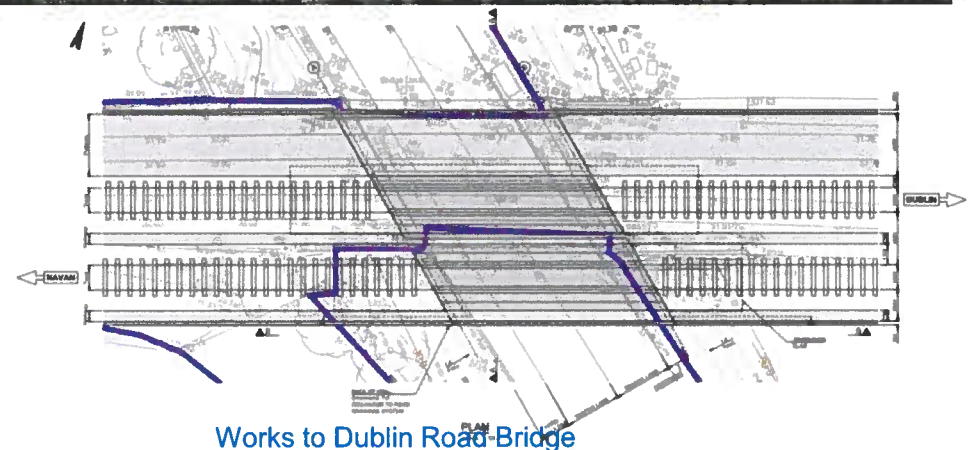
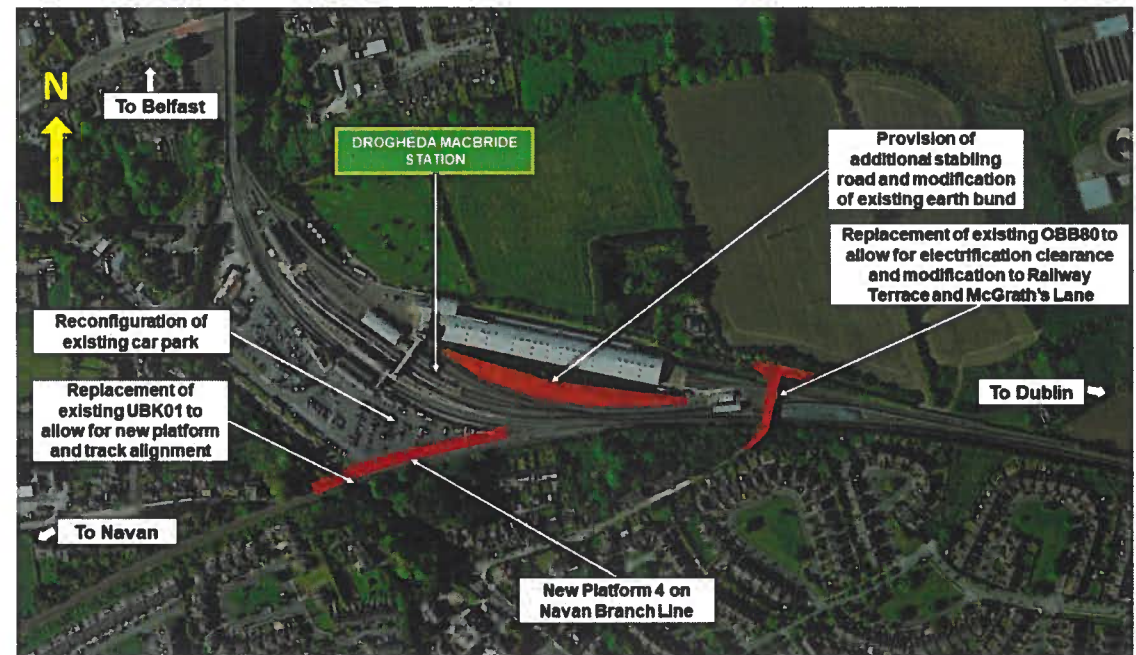
Works around Drogheda MacBride Station

Turnback

- Provision of turnback to allow a greater number of services to turn back at Drogheda and return to Dublin
- New siding on Drogheda freight siding to turnback services
 - New platform will extend over the Dublin Road Underbridge (UBK01), necessitating widening of the bridge
 - At grade access to be provided between new platform and existing Platform 1; new gateline will likely be installed
 - Drogheda freight siding will be slewed (realigned) and railway infrastructure modified as necessary
- New stabling track/siding, located adjacent to the existing landscape bund

UBK01 – Dublin Road Bridge

- Widening of the bridge to facilitate a shift of the tracks to the south and provision of a new platform on the northern side of the tracks above the bridge
- Locations of the abutments are not expected to be adjusted as part of these proposals



Works around Drogheda MacBride Station

- **Drogheda Depot**
 - Localised modifications to the depot facilities to cater for changes in rolling stock
 - Changes predominantly internal to the existing depot buildings
 - Some localised exterior changes to tracks and railway systems
 - Depot at Drogheda will be electrified with OHLE
- **Overbridge OBB81 (Drogheda Station Footbridge)**
 - replacement of the bridge superstructure with a profiled soffit to provide sufficient clearance for OHLE
 - cost-effective solution, reduces disruption to services, maintains visual character of station
- **Canopy Modifications**
 - Minor modifications to the Drogheda MacBride Station canopy to accommodate OHLE
- **Overbridge OBB80/80A/80B (carrying Railway Terrace)**
 - Removal of the existing bridge structure and construction of a new bridge in its place
 - Roads along McGrath's Lane and Railway Terrace will need to be raised and potentially widened to facilitate tie in with revised bridge levels



Works to Drogheda MacBride Station Footbridge

DART+ Coastal North BEMU Update

BEMU Update

- BEMU project – planning application submitted to Louth County Council in July 2022 for:
 - ESB/Traction Substation (2 no. compounds – one ESB, one Iarnród Éireann) at Marsh Road car park within station boundary
 - Electrical cabling works between the ESB/traction substation and overhead line charging infrastructure
 - Overhead Line Charging Infrastructure at 2 no. platforms and 1no. Depot track
- Final Grant of Planning issued by Louth County Council in February 2023
- Work now progressing on design development and procurement



Proposed BEMU Substation – Elevation looking west

DART+ Coastal North Consultation Update

Consultation Update

- Public Consultation
 - Preparations for PC2 well underway
 - This will present the Preferred Option
 - PC2 to commence in early May 2023
- Local Authority Consultations
 - Meetings held with all LAs
 - Specific meetings held in relation to key interventions – Malahide, Drogheda, Clongriffin, Howth Junction and Donaghmede, substations, etc
 - Meetings also held with key directorates (i.e. Heritage Officer, re heritage aspects of key interventions)
 - Further update meetings to be held in advance of PC2
- Landowners
 - 'Red line' boundary well defined
 - All affected landowners being identified and will be contacted in advance of PC2
 - Key meetings – such as Malahide Marina, Shoreline Developments, being arranged in advance of PC2
- Statutory Bodies and NGOs
 - EIA Scoping Report has issued to relevant stakeholders (informal scoping)
 - Meetings being arranged with relevant stakeholders as required – specialist assessments

PC2 Format

- Preferred Option being presented in PC2
- Hybrid consultation format
 - 3 No. in person public consultation events
 - Online webinars
- In response to feedback from PC1
 - Leaflet distribution to be extended around Howth peninsula
 - Brochure, leaflets to be provided in key locations (LA offices) along the scheme extents
- Consultation period to extend for 6 weeks, from early May
- Virtual consultation room
 - Multi-media engagement tools
- All documentation available on project website, www.dartplus.ie
 - Project documentation
 - Brochure
 - Options Selection Report
 - Technical documentation
- Letters to potentially affected landowners and prescribed bodies



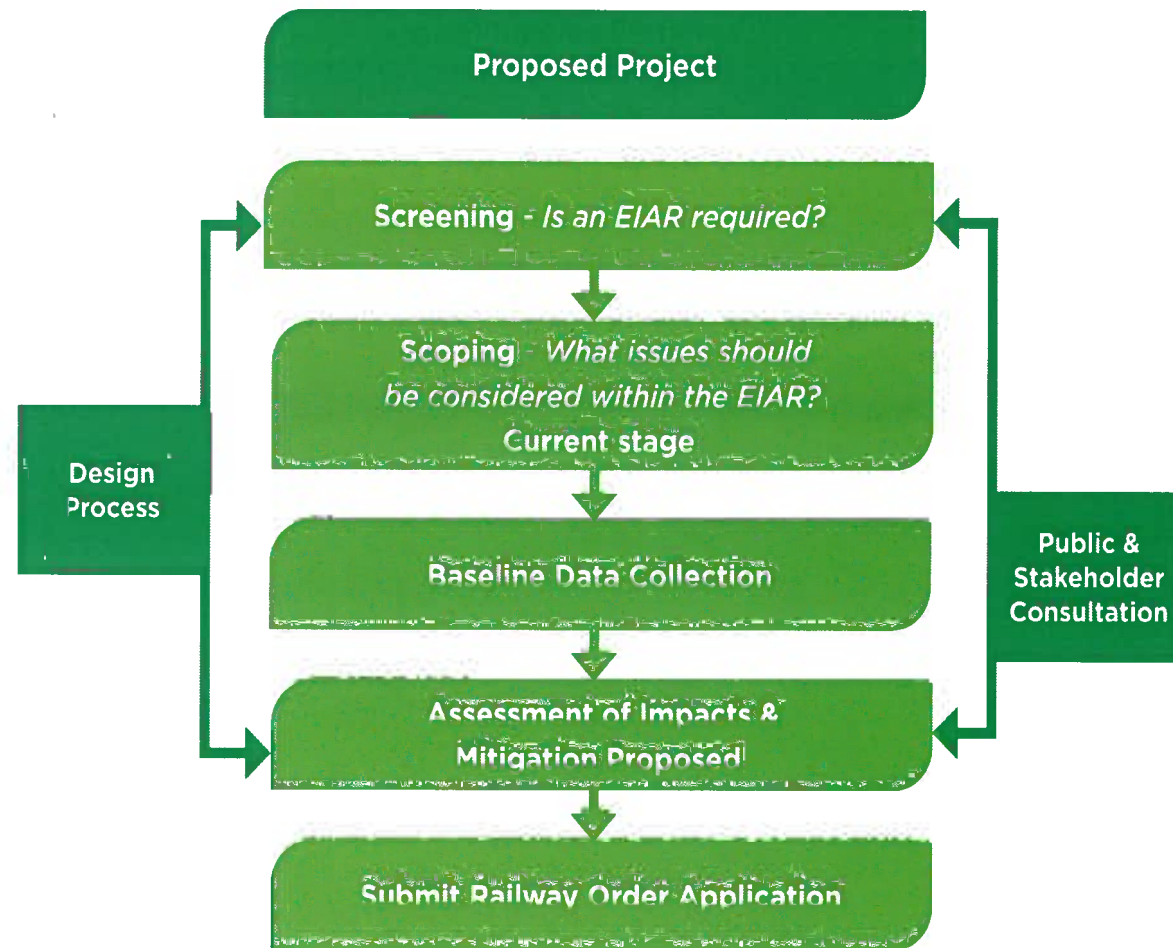
DART+ Coastal North RO Update

EIAR Overview

- EIAR in preparation
- Baseline surveys nearing completion
 - Biodiversity surveys include:
 - Breeding bird and wintering bird surveys (second season of bird surveys has been done)
 - Habitat surveys completed
 - Invasive Species surveys completed
 - Mammal surveys (including badger surveys) completed
 - Bat surveys – summer and hibernation surveys completed
 - Traffic surveys ongoing
 - Noise surveys ongoing
 - Baseline photography for photomontages in planning – includes consultation with Las
 - EMF surveys ongoing
 - Water quality surveys planned for summer 2023
 - Architectural heritage – site surveys ongoing
 - Archaeology and cultural heritage – site walkovers complete
 - LVIA – site walkovers complete
 - Ground Investigations ongoing, nearing completion

Format of the EIAR

- Grouped format structure proposed
- Emphasis on ensuring documentation is clear, concise and accessible
- Four proposed volumes
 - Volume 1 – Non Technical Summary
 - Volume 2 – Main text of EIAR
 - Volume 3 – Technical Figures
 - Volume 4 – Technical Appendices
- Technical appendices will include (among others):
 - Flood Risk Assessment
 - CEMP



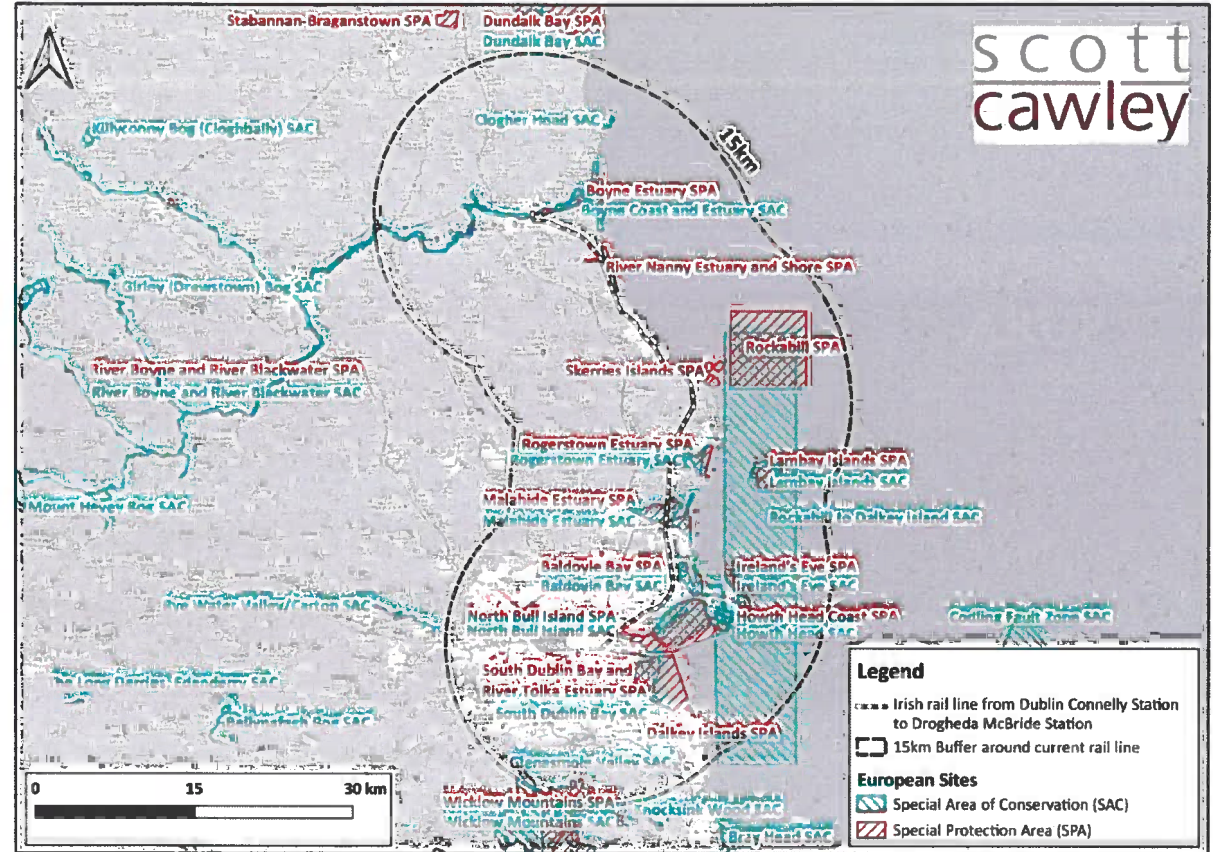
The EIA Process leading to submission of Railway Order to An Bord Pleanála

Architectural Heritage Considerations

- Key interventions are planned to structures/areas of architectural heritage significance, including:
 - Drogheda MacBride Station – canopy, OBB81 footbridge, Dublin Road Bridge (UBK01), Overbridge OBB80/80A/80B (carrying Railway Terrace)
 - Modifications to Viaducts
 - Balbriggan Viaduct
 - Laytown Viaduct
 - Malahide Viaduct
 - Rogerstown Viaduct
 - Bridge Clearance Works
 - Bridge parapet modifications
- Design has progressed in full consultation with Architectural Heritage consultant to ensure proposed solutions are acceptable
- Meetings held with relevant LA's as design has progressed to ensure solutions are acceptable from an architectural heritage perspective
- Feedback has been positive and any recommendations are being considered

AA Overview

- DART+ Coastal North traverses, is in close proximity to, or is hydrologically linked to a number of European sites
- Scott Cawley are our Biodiversity and AA consultants
- We understand the rigour that is needed for the AA process
- We will focus on robust documentation which will allow ABP to reach a reasoned conclusion, beyond scientific doubt
- NIS will accompany the RO application



CPO

- Significant amount of the works are within the existing railway boundary
- Some permanent land acquisition is required – for example for substations
- ‘Red line’ boundary is now well defined
- Impacted landowners being identified and consultation has commenced
- Temporary acquisition is required for construction compounds, access, etc
- Any environmental mitigation areas to be included within ‘red line’
- Process being agreed with CIE property and IE
- Assurance procedures key and will be rigorous

DART+ Coastal North Programme Update

DART+ Coastal North

Progress / Project Phases / Programme



Progress to Date

- Mobilisation
- Constraints / Information Gathering
- Option development / Optioneering
- Identification of an Emerging Preferred Option
- Preparation for Public Consultation No. 1
- Launch of PC1
- Options development /optioneering – substations and bridge clearances complete.
- Preferred Option now defined
- Preparation for PC2 ongoing
- EIAR/AA/RO documentation ongoing

Major Milestones

Delivery programme for DART+ North is still subject to amendment based on evolving design process.

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Spring 2023 - Commence Public Consultation No.2 on Preferred Option;
- Spring 2023 - Design freeze & planning submission preparation;
- Autumn 2023 - Government approval to lodge RO
- Autumn/Winter 2023 - Submit Railway Order Application to An Bord Pleanála

DART+ Programme

ABP Meeting Schedule

Proposed Meeting Schedule

Meeting No.	Proposed Agenda	Timing
PAC No. 4	1. Construction Methodology & Strategy & Construction Impacts	May 23
	2. AA & Biodiversity	
	3. EIA Update focus on LVIA, Climate Change, Traffic & Transportation and Noise Impacts	
	4. Approach to Cumulative Assessment	
	5. Feedback from PC2	
PAC No. 5	1. Design Update	Jul 23
	2. EIA, AA and RO Update	
	3. Railway Order Approach & Requirements	
	4. Property/Residential Amenity	
PAC No. 6	1. Presentation of final RO package (notices, logistics, sequencing etc.)	Aug/Sep 2023

DART+ Programme Legal Statement

DART+ Programme, Legal Statement

© Copyright Iarnród Éireann. All rights reserved. Any information provided herein by Iarnród Éireann is produced for a specific purpose and based on information known at the date of the presentation.

All data, documentation and information concerning the DART+ Programme, as disclosed in this Presentation or discussed by Iarnród Éireann during this Presentation, is strictly private and confidential and may not be disclosed or released to any third party in whole or in part, its servant or agents, without the prior written consent of Iarnród Éireann.

Furthermore the Iarnród Éireann logo or any brand or tradename or trademark (whether registered or not) of Iarnród Éireann or in connection with the DART+ Programme (or the logos, graphics, photographs or any other branding within this presentation) may not be used or permitted to be used in whole or in part without the prior written consent of Iarnród Éireann.

All press releases in connection with the DART+ Programme will be issued by Iarnród Éireann through its Corporate Communications Department at Connolly Station, Dublin 1 and all requests for information and/or press releases in connection with the DART+ Programme should be routed through our Corporate Communications Department.