

From: Clodagh O'Donovan <Clodagh.ODonovan@arup.com>
Sent: Tuesday, June 13, 2023 11:10 AM
To: Niamh Thornton <n.thornton@pleanala.ie>
Cc: Gillian Sisk <Gillian.Sisk@arup.com>; Stephen Hyland <Stephen.Hyland@arup.com>; Patrick Conway (IE) <patrick.conway1@irishrail.ie>; Paul Wilcock <paul.wilcock@irishrail.ie>
Subject: re: DART+ Coastal North - Pre-Application Meeting No.4 - 15 June 2023

Niamh

Please see attached the presentation for DART+ Coastal North, ahead of our meeting, scheduled for this Thursday, 15th June.

If you require anything further ahead of the meeting, please just let me know.

Clodagh O'Donovan
she/her/hers
Director

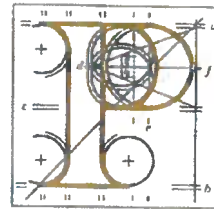
Arup
One Albert Quay,
Cork, T12 X8N6, Ireland
d +353 21 422 3289
m +353 87 810 1500
arup.com

At Arup we support a flexible working culture so if you are receiving this e-mail outside of your normal working hours please read, respond and action at a time that works for you

Connect with us on [LinkedIn](#)
Follow us on [Instagram](#)

Electronic mail messages entering and leaving Arup business systems are scanned for viruses and acceptability of content.

Our Case Number: ABP-311802-21



An
Bord
Pleanála

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

Date: 28th June 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,

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 fourth meeting of the 17th June, 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,

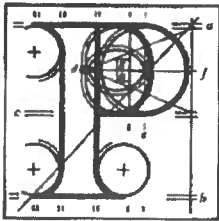
Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

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

64 Sráid Maolbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An
Bord
Pleanála

Record of Meeting ABP-311802-21 4th 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	4th		
Date	17/06/23	Start Time	11.00 a.m.
Location	MS Teams	End Time	12.50 p.m.

Representing An Bord Pleanála
Paul Caprani, Assistant Director of Planning (Chair)
Conor McGrath, Senior Planning Inspector
Niamh Thornton, Executive Officer
Fiona Fair, Senior Planning Inspector
Liam Bowe, Planning Inspector
Representing the Prospective Applicant
Colm Reynolds, Iarnród Éireann
Paul Wilcock, Iarnród Éireann

Patrick Conway, Iamród Éireann
Rita Monaghan, Iamród Éireann
Gillian Sisk, Arup
Clodagh O'Donovan, Arup
Stephen Hyland, Arup

The meeting commenced at 11.00 a.m.

The Board welcomed the prospective applicant to the meeting and introduced those attending from the Board, noting the change in the Chairperson. 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 project update. Preliminary design is nearing completion, public consultation No.2 is underway, due to close on 23rd June, 2023 and work the Railway Order documentation is in progress.

Public consultation No.2 commenced on 9th May, 2023. Three in-person events have been held, with one online webinar. It was stated that attendance was good with over three hundred attendees at one of the events. Ongoing meetings are being held with the relevant local authorities, meetings with landowners have commenced and meetings with key stakeholders, emergency services etc. are being arranged as required. An EIA Scoping report has issued to relevant stakeholders.

It was stated that feedback has been generally positive, except for some issues raised by those who use the Howth branch line and the Howth Junction & Donaghmede Station. Some of the key issues raised include the potential for a shuttle service on the Howth branch line, the potential impact on the four level crossings, and concerns over increased road traffic as a result.

Submissions are being collated and a findings report will be prepared upon completion of the public consultation.

The prospective applicant gave an overview of the proposed construction programme, which is envisaged to last three years, with a start date in 2025. It was stated that the programme is driven by consideration of efficiency of works and reducing potential for environmental impacts. Works will take place during night-time possessions with limited disruptive possessions. 18 months of utility conversions and 6 months of construction compound establishment will be required. It was stated that vegetation removal will be planned with the nesting season in mind. Works will be phased and broken into three categories – enabling works, line-wide works, and specific geographic zones. Details of the works involved in these categories are available in the presentation.

It was stated that 1,800 OHLE masts and eight substations will be erected. Two types of construction compounds will be established – isolated compounds, and compounds to support line-wide works. The duration of the compounds will vary from months (for isolated works) to the full 3 years (for line-wide works). Compounds will

be operational 24/7. It was stated that relevant stakeholders would be consulted with in relation to these compounds.

A Construction Environmental Management Plan will be prepared and submitted as part of the application. The CEMP will set out the environmental mitigation and monitoring proposed to avoid, minimise and mitigate significant construction.

It was noted that the DART+ Coastal North line traverses/is linked to a number of European Sites. A NIS will accompany the Railway Order application. Extensive surveys have been undertaken and robust documentation will be provided to the Board for consideration. The prospective applicant presented a list of key considerations to be included in the AA/NIS.

The prospective applicant gave an update on the EIAR. It was stated that all baseline surveys have been completed, specialist assessments are being completed this month and cumulative assessment is being prepared. Associated documents, including CEMP and Flood Risk Assessment (FRA) are being prepared.

Regarding the Landscape Visual Impact Assessment, baseline photography is in progress with agreement from local authorities on locations. Mitigation will be proposed as necessary for construction and operational phases.

Regarding the Biodiversity Assessment, the prospective applicant presented a list of Key Ecological Receptors, including habitats, badger, otter, bats and birds, and presented the potential construction and operational impacts and where mitigation would be required.

The prospective applicant stated that a climate change assessment will be undertaken in accordance with new TII guidance.

The prospective applicant gave a detailed overview of the findings of the Traffic and Transportation Assessment, to be included in the application. The assessment includes impacts during construction and operational phases of the proposed development. The impact of increased level crossing closures on the Howth branch line was discussed in greater detail, such details are available in the presentation. It was advised that it is the duration of gate closure rather than the frequency which is the main factor to be considered. The prospective applicant assessed the capacity of the road network and junctions in the area and has concluded that the current network has capacity for any increased in traffic queues as a result of increased level

crossing closures. It was stated that, to date, 13 meetings have been held between the DART+ Coastal North team and Fingal County Council, 3 of which have included discussion on the Howth line level crossings. Another meeting has been requested with the local authority to discuss the impacts of the level crossings and increased frequency on the Howth branch line.

It was stated that baseline noise and vibration surveys are complete and the assessment is ongoing. Potential mitigation measures will be assessed when modelling is complete.

It was noted that there will be a standalone chapter in the EIAR to address cumulative impacts.

The prospective applicant confirmed that it intends to submit an application in Autumn/Winter 2023.

Discussion:

The prospective applicant confirmed that the scope of the application will include works at Doghnamede/Howth Junction Station.

It was clarified that there is one user level crossing north of Malahide estuary. This land has recently been purchased by Fingal County Council and will be included in the CPO of the Railway Order.

It was confirmed that the survey work referred to in the enabling works will not rely on post-consent surveys.

The Board's representatives queried the requirement for closure of the R132 Dublin Road overbridge in Drogheda. It was clarified that the prospective applicant has consulted with Louth County Council in relation to the road closure and that only partial closure would be required for the most part with limited full closure. It was confirmed that there will be no demolition of existing abutments.

The Board's representatives advised that the applicant be very clear about works to be carried out around Drogheda Station and potentially affecting protected structures, and to provide clear boundary lines for these structures.

In relation to EIA Scoping, it was clarified that the scoping document has been sent to the NPWS but that no response has been received to date. It was advised that the prospective applicant engage as closely as possible with the NPWs prior to lodging the application. Some areas that might be of concern to the NPWS were noted, such as effects on wintering birds and nighttime roosting activity.

The Board's representatives advised that if there are works proposed to existing culverts, any re-design should have regard to climate change and the future effects of same, likely increased flows for example.

With regard to the assessment of modifications to retained level crossings, the prospective applicants were advised to consider a review of the functioning and effect of existing, comparable level crossings on the Dart network, for example, at Merrion Gates.

It was advised that the labelling of roads and level crossings on drawings and maps in the application documentation should be very clear and consistent.

In relation to cumulative impacts, it was advised that the prospective applicant should ensure that there is consistency across the Dart+ applications in how they refer to each other.

A discussion was had in relation to the standalone cumulative impacts chapter proposed within the EIAR. It was stated that all relevant projects along the corridor would be identified and screening assessments carried out in relation to noise, biodiversity etc. to identify which projects might have cumulative impacts. It was advised that the cumulative impacts be addressed as clearly and succinctly as possible.

It was clarified that track lowering is proposed in 4 locations and depth varies from ~50mm to several hundred millimetres.

It was noted that the nighttime is more sensitive to noise and vibration impacts and that this should be addressed in the Noise and Vibration Assessment.

The prospective applicant was unsure if the CPO would include extinguishment of any public rights of way.

The Board's representatives advised that it was considered likely that one further meeting would be appropriate prior to closing the consultation.

Conclusion:

The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process. 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 meeting concluded at 12.20 p.m.

A handwritten signature in black ink, appearing to read 'Paul Caprani', is written over a horizontal line.

Paul Caprani

Assistant Director of Planning

DART+ Coastal North

An Bord Pleanála
Pre-Application Meeting No.4

15.06.2023

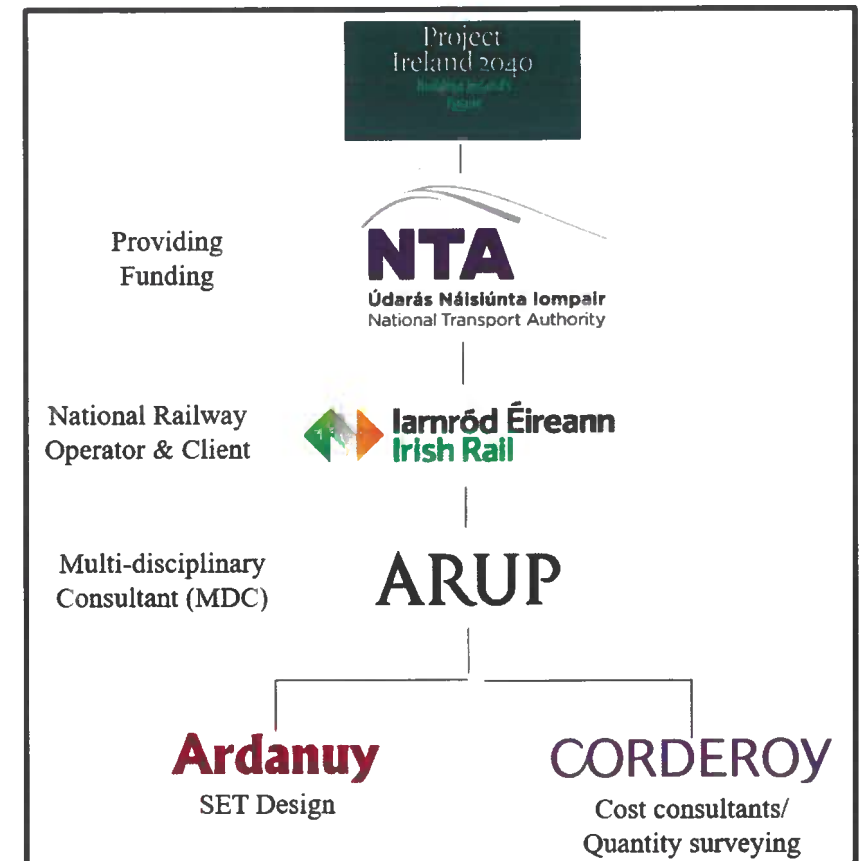
DART+ Coastal North Team

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. Consultation Update inc. feedback from PC2
3. Construction Strategy
4. AA & Biodiversity
5. EIA Update – focus on LVIA, Climate Change, Traffic & Transportation and Noise Impacts
6. Approach to Cumulative Assessment
7. Programme Update
8. Questions & AOB.



DART+ Coastal North

Project Update

Project Update

- Preliminary Design is nearing completion
- Reference design is being finalised – based on Preferred Option
- PC2 in progress, due to close out 23rd June 2023
- Work on RO documentation is well in progress
- RO application programmed for November 2023



*Note: Dates to be confirmed.

DART+ Coastal North Consultation Update

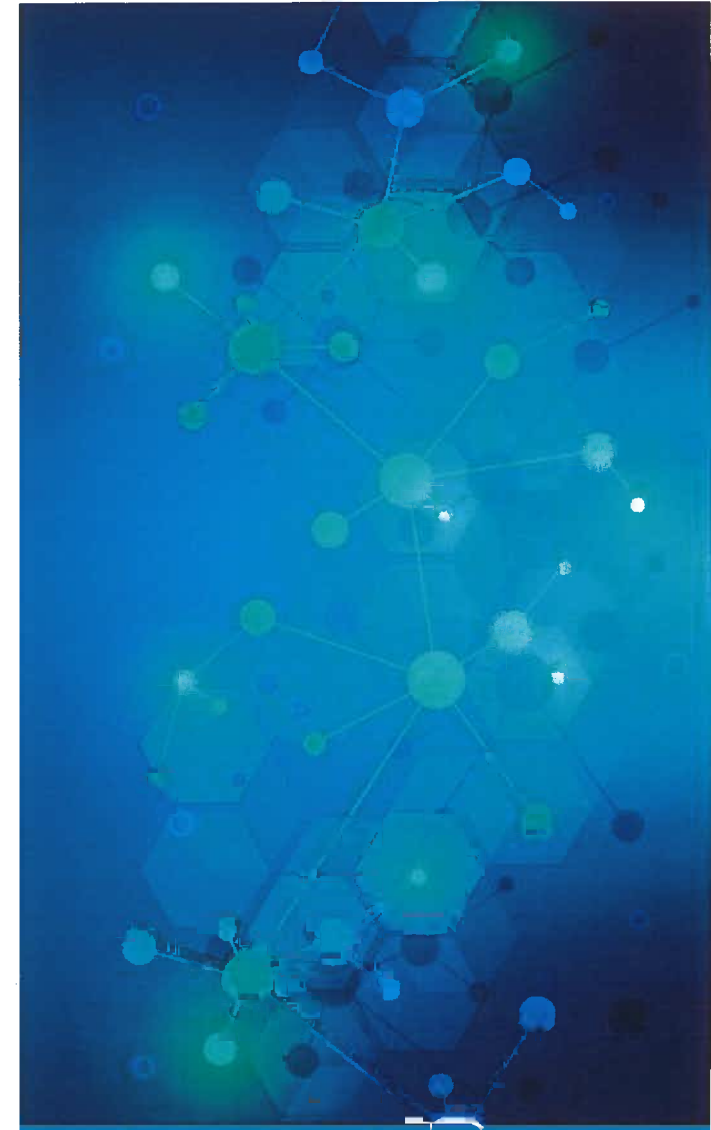
General Consultation Update

- PC2 has commenced on 9th May, running to 23rd June 2023
- Meetings ongoing with relevant local authorities – Dublin City, Fingal, Louth and Meath County Councils
 - Project wide briefings with elected members and technical staff
 - Topic specific meetings as needed to discuss key technical issues
- EIA Scoping Report issued to relevant stakeholders – informal scoping responses being collated and addressed
- Meetings with landowners have commenced to discuss permanent and temporary acquisition requirements
- Meetings with key stakeholders are being arranged as required – including emergency services, local residents groups (as necessary), statutory bodies, other stakeholder groups



PC 2 Update

- Commenced 09th May, due to close on 23rd June
- Presenting the Preferred Option
- All information provided on project specific website www.dartplus.ie
- Briefings to elected members and technical staff of Local Authorities
- 3 in person events held:
 - Marine Hotel, Sutton, 16th May
 - D Hotel, Drogheda, 18th May
 - St. Sylvester's GAA, Malahide, 23rd May
- One online webinar held on 30th May
- Attendance was good – over 300 people attended the Sutton event



PC2 Update

- General feedback was positive, excepting those who use the Howth Branch line and Howth Junction & Donaghmede Station
- Key issues flagged to date include:
 - The potential for a shuttle service on the Howth Branch line in the future and the associated possible need to interchange at Howth Junction & Donaghmede station, in respect of concerns around potential loss of direct service, lack of space on receiving trains, inconvenience, increased journey times, accessibility/disability issues, safety and security (both visible security personnel and general security), shelter (in poor weather).
 - Concerns as to the level of impact on the four level crossings (road traffic impacts) on the Howth Branch line from the increased frequency/capacity of trains.
 - Concerns over increase in road traffic associated with major developments in Howth area.
 - Concerns with lack of toilet facilities both onboard and at stations.
 - Potential Impact on journey times on the Northern Line
 - Concerns noted in respect of businesses and tourism in Howth

PC2 Update

- Significant volume of submissions received to date (COB 12/06/2023):
 - 718 Electronic Feedback Forms
 - 2 hardcopy Feedback Forms
 - 183 email submissions (including 61 containing queries)
 - 3 handwritten letters
 - 8 phone call submissions.
- Submissions are being assessed as they are received and details will be captured in a PC2 Findings Report upon completion of the Public Consultation event.

DART+ Coastal North Construction Strategy

Construction Programme

- 3 year construction programme
- Envisaged start date of 2025
- Driven by consideration of efficiency of works and reducing potential for environmental impacts.
- Significant programme driver is limits of construction on a live railway line where work can only be undertaken in:
 - Night-time possessions
 - Disruptive possessions (ie partial closure of railway line)
- There will be ~18 months of utility diversions and 6 months of construction compound establishment.
- Vegetation removal will be planned with the nesting bird seasons in mind.

Construction Phasing

- Phasing of work will be enabling works, followed by line-wide works alongside works in specific geographic zones.
- **Enabling works** are works that are required to enable other works to commence and will include, but are not limited to:
 - structural surveys
 - ground investigations (GI)
 - site inspections to inform detailed design
 - structural condition surveys
 - tree surveys
 - archaeological surveys/monitoring
 - utility diversions
 - vegetation clearance; and
 - formation of temporary Construction Compounds and Construction Access tracks
- **Line-wide works** include substations, OHLE foundations, OHLE masts, OHLE cabling, signalling, testing and commissioning.
- **Specific geographic zones** – these works are required in specific locations that must be undertaken before the OHLE can be installed. These include bridge works, e.g. parapet modifications and bridge deck replacements, and track lowering.

Construction Compounds

- Construction compounds are the temporary facilities to support the construction of the different elements of the project. There are two types of construction compounds to be utilised, being:
 - Isolated construction compounds are required at specific site locations, such as the proposed substation locations, as well as at locations where structural works are required such as at bridges.
 - Construction compounds to support line-wide works, known as line-wide compounds. These compounds will support activities such as the installation of the track, under track crossings (UTXs), overhead line equipment, signalling, communications and power systems. They will be located at selected locations along the railway line over the full route, with a more concentrated number along the route to be electrified (i.e. between Malahide and Drogheda). The line-wide compounds are also located such that isolated works can also be supported from these compounds, where possible, or in locations where there are existing maintenance compounds.

Critical Path

- On the critical path are works at specification locations that are required to facilitate the installation of the overhead line equipment. This includes works to bridges, track lowers at bridges and creation of station turnbacks.

Construction Impacts

- Detailed CEMP is being prepared for submission with the EIAR
- CEMP will set out the environmental mitigation and monitoring proposed to avoid, minimise and mitigate significant construction effects
- Key issues to be considered are listed below, but the interaction between these factors is also key:
 - Traffic management
 - Construction noise and vibration
 - Air quality – dust, vehicle emissions
 - Earthworks balance
 - Water quality impacts
 - Biodiversity impacts during construction – lighting, earthworks, noise, water quality
 - Climate change – embedded carbon
 - The interaction of the above on population and human health and the cumulative effect of these with other relevant plans and projects will be carefully considered

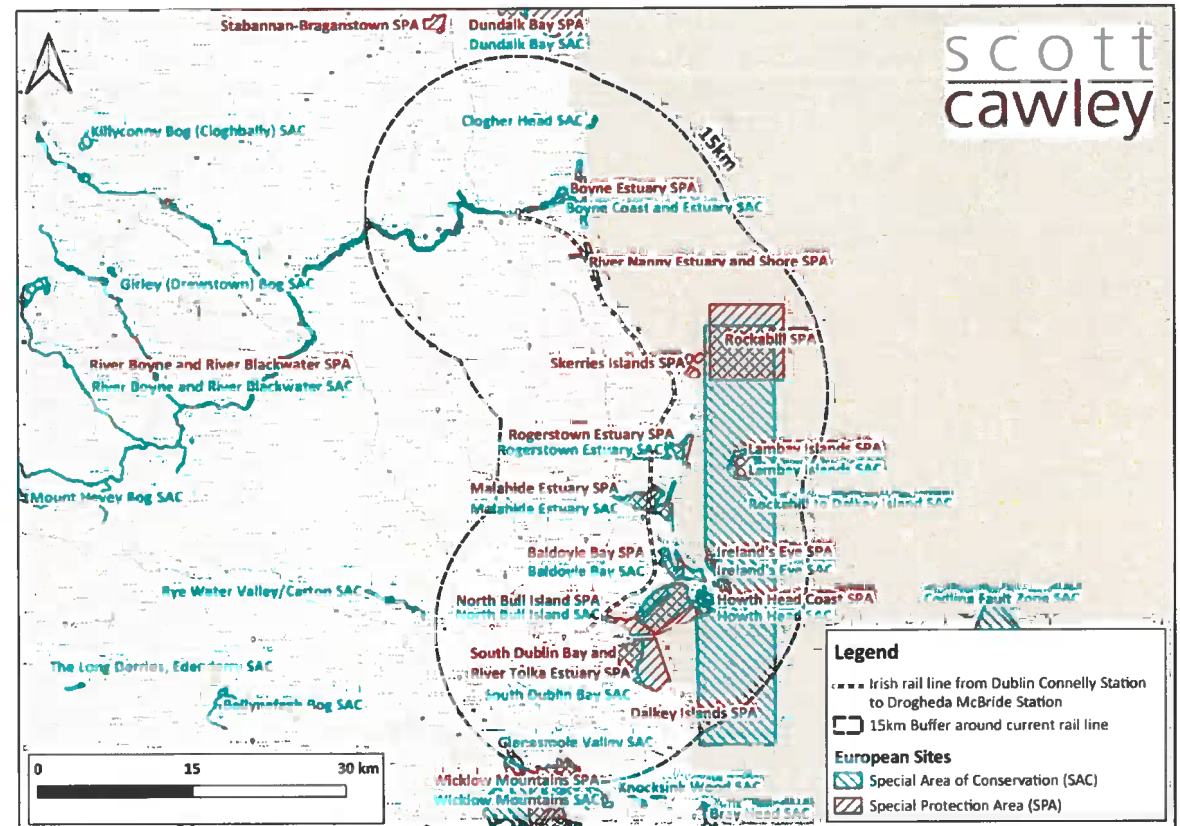


DART+ Coastal North

Appropriate Assessment & Biodiversity

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



AA/NIS – Key Considerations

- Habitat loss and fragmentation during construction and operation – likely screens out but need final construction compound locations to determine full impact on ex-situ habitat for wintering birds. No impact for substation compounds for operation.
- Habitat degradation / effects on QI / SCI species as a result of hydrological impacts during construction and operation – screens in for impacts on QI habitats and species and SCI birds during construction
- Habitat degradation as a result of hydrogeological impacts during construction and operation; - Screens out
- Habitat degradation as a result of introducing / spreading non-native invasive species during construction and operation – screens in for construction
- Habitat degradation as a result of air quality impacts during construction and operation – awaiting chapter but unlikely any operational impacts – likely screens in for construction impacts on estuaries (dust etc.)
- Disturbance and displacement impacts during construction and operation – screens in for construction impacts on otter and potentially on wintering birds (awaiting info)
- Direct injury/mortality during construction and operation – screens in for operational impacts.

DART+ Coastal North

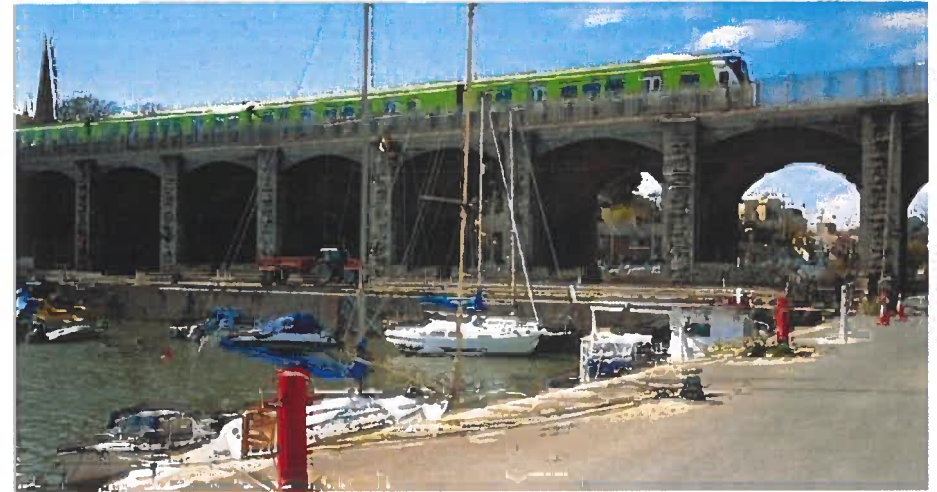
EIA Update

General EIAR Update

- Draft EIAR progressing well:
 - Baseline surveys complete
 - Draft 'up front' chapters completed and in review process
 - Description of the development and construction strategy being finalised
 - Specialist assessments being completed this month
 - Cumulative assessment being prepared
 - Associated documents – FRA, CEMP, etc are being compiled
 - Programme for completing draft EIAR is mid-Summer
 - This allows review, update and compilation to meet November timeline for RO

LVIA

- Baseline photography for photomontages in progress (agreement with LA's on location of same)
- Photomontages included in EIAR Volume 3B
- LVIA assessment in progress
- Mitigation will be proposed as necessary for Construction and Operational Phases – screening planting, reinstalment tree planting, root protection zones, hedgerow retention where reasonably practicable



Biodiversity Assessment - EIAR

Flora and fauna assessed (Key Ecological Receptors in bold):

- **Habitats**
- **Badger**
- **Otter**
- **Bats**
- **Other Mammals** (small mammals, marine mammals)
- **Amphibians**
- **Reptiles**
- **Breeding birds**
- **Wintering birds**
- **Fish**
- Invertebrates



Image Source: Conserve Ireland

Biodiversity Assessment - EIAR

Construction impacts assessed:

European/National sites

- Habitat loss and fragmentation – mitigation not required (awaiting finalised construction compound locations)
- Habitat degradation / effects as a result of hydrological impacts – mitigation required
- Habitat degradation as a result of introducing / spreading non-native invasive species – mitigation required
- Disturbance/displacement – mitigation required
- Direct injury/mortality – mitigation required
- Habitat degradation – air quality/groundwater – no mitigation required (awaiting air quality ch)

KERS

- Roost loss for bats – mitigation required
- Habitat degradation as a result of hydrological impacts – mitigation required
- Habitat loss as a result of fragmentation – mitigation required
- Lighting – mitigation required
- Loss of foraging habitat and breeding/rest sites – mitigation required
- Disturbance/displacement – mitigation required
- Mortality risk – mitigation required

Biodiversity Assessment - EIAR

Operational impacts assessed:

European/National sites

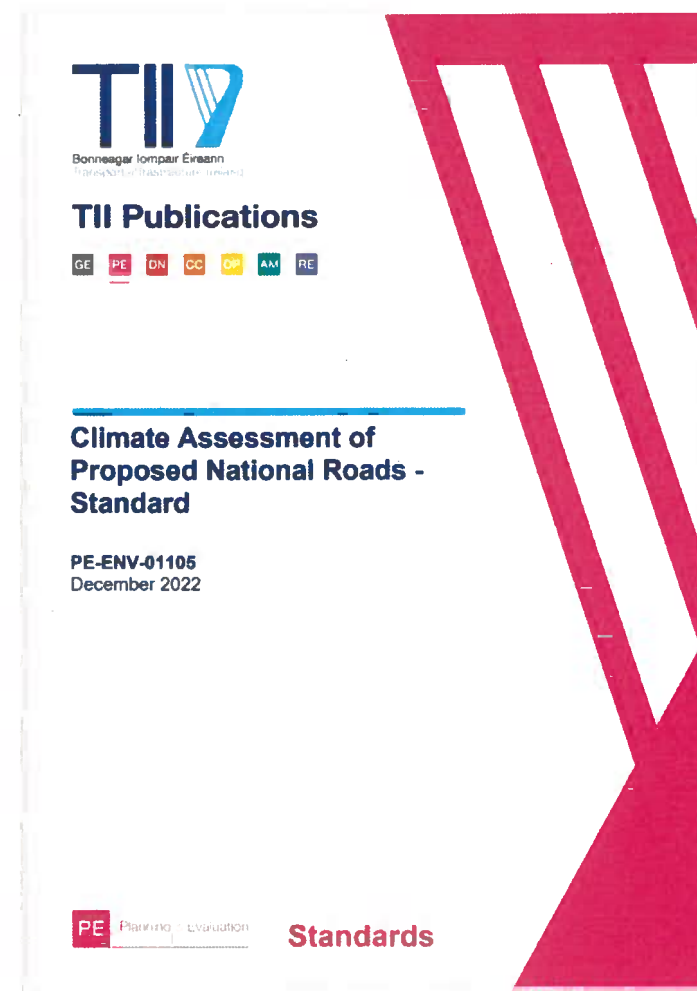
- Habitat loss and fragmentation – mitigation not required
- Habitat degradation – surface water – mitigation required
- Habitat degradation – invasive species – mitigation required
- Disturbance/displacement – mitigation not required
- Direct injury/mortality – mitigation required (birds only)
- Habitat degradation – air quality – mitigation likely not required

KERS

- Light spill – mitigation not required
- Habitat degradation as a result of hydrological impacts – mitigation required
- Disturbance/displacement – mitigation not required
- Mortality risk – mitigation required
- Habitat severance/Barrier effect – mitigation not required

Climate Change

- Assessment in accordance with new TII guidance
- Calculation of changes in greenhouse gas emissions during Construction Phase due to construction traffic and embodied carbon
- Operational Phase impacts to include proposed changes to timetabling and electrification
- Vulnerability of Proposed Development to Climate Change considered
- Mitigation measures will be proposed to minimise the embodied carbon.



Traffic & Transportation

CONSTRUCTION IMPACT ASSESSMENT

Construction Trips Impact

- Negative moderate (increases of 10% to 25%) short-term effects (less than 3 years) along compound access routes in Zones D and E.
- Negative slight (increases of 5% to 10%) short-term effects (less than 3 years) along compound access routes in Zones A, B and C

Temporary Parking Loss Impact

- Neutral slight short-term effects at Donabate, Rush and Lusk and Drogheda Stations (low existing parking utilisation means enough parking will be available)
- Negative moderate short-term effects at Howth Junction and Donaghmede Station (will lose 10 of the 25 spaces currently provided)

Road Closure Impact

- Temporary one-way closures: Negative slight temporary (less than 1 year) effects
- Temporary two-way closures:
 - Negative moderate temporary (less than 1 year) effects at Balbriggan Viaduct - road closure during fitting of large footbridge elements and Drogheda - one-way traffic and some full road closures of Dublin Road and diversion of Bus Routes.
 - Negative significant temporary (less than 1 year) effects at Drogheda - full road closure from demolition until reopening (12 months) and diversion of Bus Routes.

Rail Closure Impact

- Negative, not significant (during night time) or slight (during weekends), temporary effects.

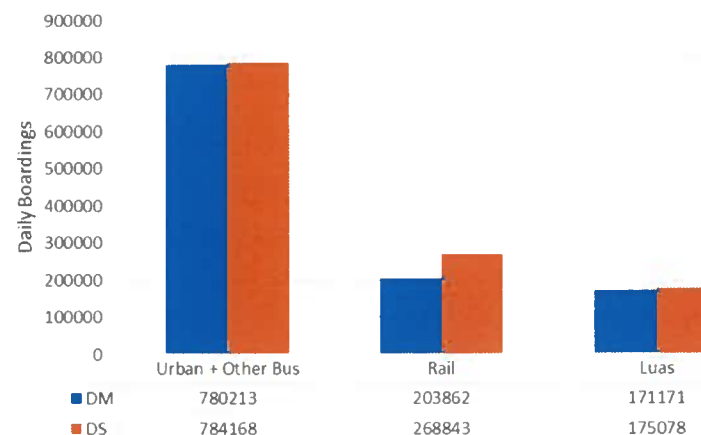
Traffic & Transportation

OPERATIONAL IMPACT ASSESSMENT

Impact of Improvement of the Rail Service

Impact on Mode Choice - Positive moderate medium-term (up to 15 years) effects

The total boardings show significant shift towards heavy rail with an increase in the region of 65,000 passenger boardings per day or between 23 million per annum for 2028.



Impact on Route Choice and Overall Network Performance - Neutral imperceptible medium-term (up to 15 years) effects

Marginal increases (less than 1%) in queueing and travel time with marginal decreases (less than 1%) in travel distance and travel speeds in the Greater Dublin Area.

Indicator	AM Peak			PM Peak		
	Do Minimum	Do Something	% Change	Do Minimum	Do Something	% Change
Total Demand						
Queuing (pcu/hr)	28,645	28,841	0.7%	24,548	24,549	0.0%
Travel Time (pcu/hr)	95,026	95,295	0.3%	87,367	87,607	0.3%
Travel Distance (pcu/km)	3,205,822	3,198,978	-0.2%	3,075,057	3,062,607	-0.4%
Average Speed (kph)	33.7	33.6	-0.3%	35.2	35.0	-0.6%

Traffic & Transportation

OPERATIONAL IMPACT ASSESSMENT

Howth Branch Line - Impact of Increased Level Crossing Closures

Impact on General Traffic Queueing - Negative moderate medium-term effects

Vehicular, Public Transport and Pedestrian / Cyclist impacts:

- Likelihood of incurring delay will increase due to the increased frequency of level crossing closures
- Duration of closures may also increase to varying degrees, depending on the operational timetable
- Queues will increase but will mostly remain within available queueing capacity.
- Queues are sensitive to the operational timetable
- Depending on the timetable there is a possibility that vehicle queues may block back at the Kilbarrack northbound arm in the PM peak.

Level Crossings / Closures	Kilbarrack	Sutton
Current Frequency	4 or 5 times per hour	3 or 4 times per hour
Future Frequency	6 or 12 times per hour	6 or 12 times per hour
Current Duration	2 to 5 mins in the AM 4 mins in the PM	4 to 6 mins in the AM 2.5mins to 5.5 mins in the PM
Future Duration	3 to 5 mins in AM and PM	2 to 4 mins in AM and PM

Traffic & Transportation

OPERATIONAL IMPACT ASSESSMENT

Howth Branch Line - Impact of Increased Level Crossing Closures

Impact on Overall Network Performance - Neutral imperceptible medium-term (up to 15 years) effects

- Marginal increases (less than 1%) in queueing and travel time with marginal decreases (less than 1%) in travel distance and travel speeds in the Direct Study Area.

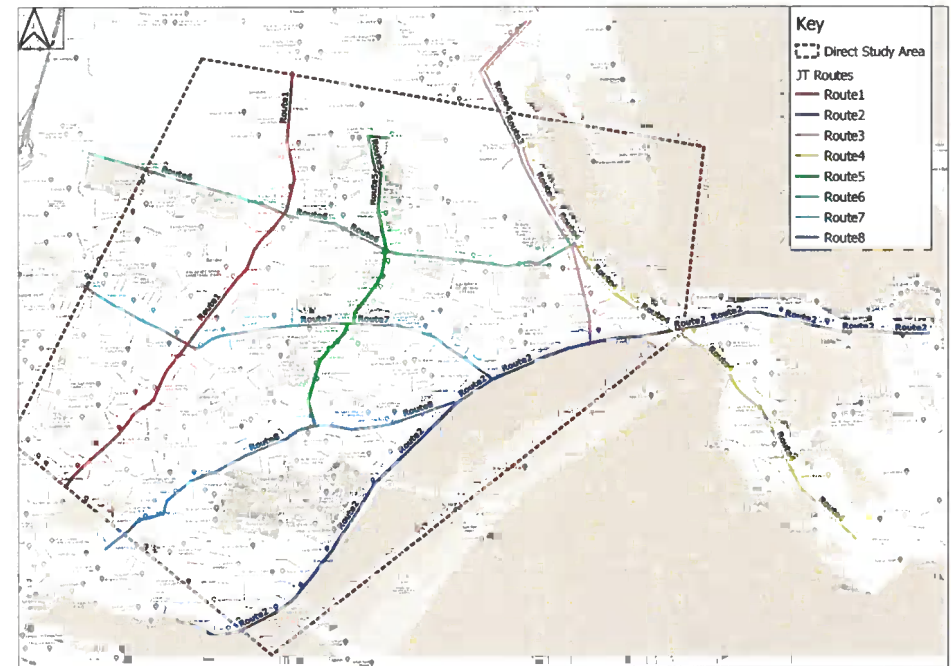
Impact on Journey Time – Negative slight medium-term (up to 15 years) effects

- Some increases of up to 1 minute additional travel time (up to 8% increase) on Baldoyle Road (at Kilbarrack Level Crossing) and Station Road (at Sutton Level Crossing) – Route 3 and 4

Impact on Route Choice and Junction Performance

- Small decreases in traffic are expected along Baldoyle Road and Station Road where capacity will be reduced as a result of increased level crossing closure times.
- Small increases in traffic are expected along some regional roads such as Kilbarrack Road (R104), Raheny Road (R809) – up to 34 vehicles per hour increases.

Journey Time Routes Monitored



Traffic & Transportation

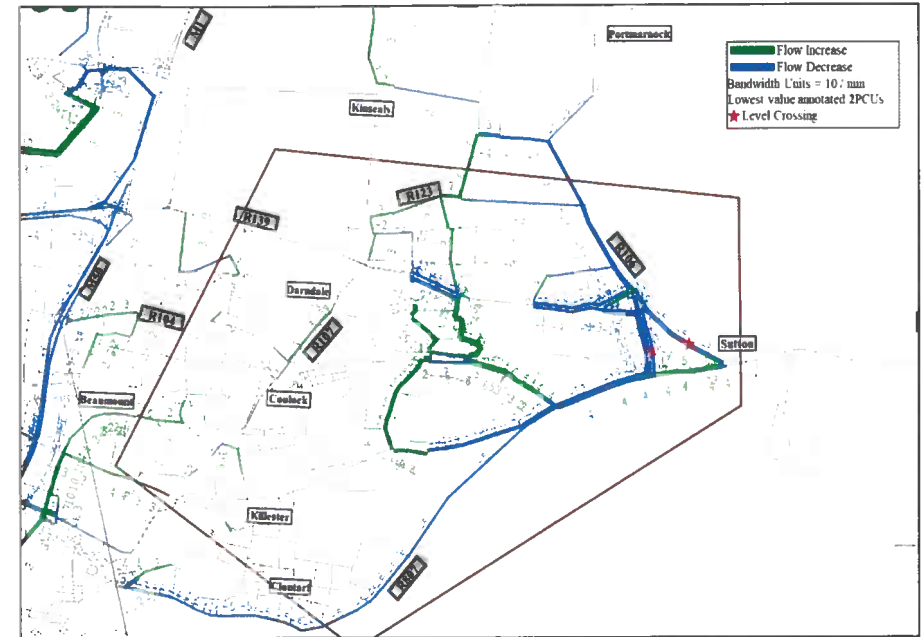
OPERATIONAL IMPACT ASSESSMENT

Howth Branch Line - Impact of Increased Level Crossing Closures

Impact on Route Choice and Junction Performance

Negative **potentially** significant (overall increase in traffic flow exceeded 5%) medium-term effects at the following 8 junctions – subject to further analysis:

1. R104/Thornville Rd
2. St Donagh's Rd/St Donagh's Pk
3. Grange Rd/St Donagh's Rd
4. Ardara Ave/Kilfenora Dr
5. Grangemore Rd/Grangemore Cres
6. R809/R105 (Dublin Rd)
7. R105 Dublin Rd/Baldoyle Rd
8. R106 (Station Rd)/R105



Absolute volume increases are very low (only up to 34 additional vehicles per hour at one location)

Mitigation measures (i.e. junction upgrades) are unlikely to be required.

Engagement with FCC regarding Howth Level Crossings

- To date a total of 13 meetings have been held between DART+ Coastal North and Fingal County Council
 - 2021.12.09_FCC_Focus on Howth Branch & Level Crossings
 - Level Crossings discussed at 3 general project overview type meetings.
 - Further meeting requested to discuss details of impacts relating to increased DART frequency on Howth Branch (TBC)

Traffic & Transportation

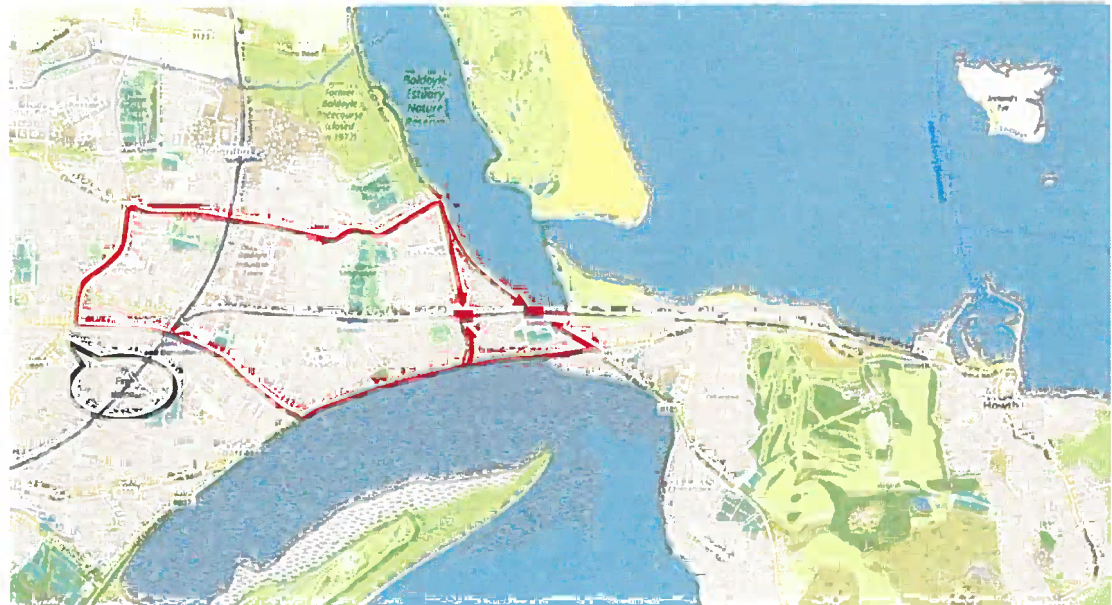
OPERATIONAL IMPACT ASSESSMENT

Impact of Increased Level Crossing Closures

Impact on Emergency Services Queueing – Neutral
imperceptible medium-term effects

Areas to the north and south of the rail line are served by Kilbarrack fire station and do not need to cross the rail line to tend to emergencies.

Emergency Services Routing



Traffic & Transportation

OPERATIONAL IMPACT ASSESSMENT

Impact of Permanent Loss of Parking Provision

Negative moderate medium term effects

- Rusk and Lusk station - 10 car parking spaces to be removed.
- Survey data found that out of the 432 parking spaces currently available, only 233 were used.
- Reducing the available number of spaces to 422 will therefore have very little impact.

Noise & Vibration

- Baseline noise and vibration surveys complete for the scheme
- Noise and vibration assessment ongoing
- Operational Phase noise modelling underway. Potential noise mitigation options will be assessed when modelling complete
- Construction Phase noise assessment underway. Construction strategy will feed into assessment. Mitigation will be captured within the CEMP



DART+ Coastal North

Approach to Cumulative Assessment

Approach to Cumulative Assessment

- We understand the requirements for cumulative assessment
- Standalone Chapter in EIAR
- Tiered approach proposed
- Tier One
 - Permitted and planned developments
 - Includes DART+ West, DART+ Southwest
- Tier Two
 - Other associated developments – DART+ Coastal South, Station Enhancement Project, Multi-modal Interchange Project, Car Parks Programme
 - Other known funded projects and plans – Ireland 2040, etc
- Assessment across whole lifecycle – construction, operation and maintenance

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
- PC2 ongoing (scheduled to complete 23 June)
- EIAR/AA/RO documentation ongoing

Major Milestones

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

• Spring 2022 - Completed Public Consultation No.1 on Emerging Preferred Option

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

Proposed Meeting Schedule

Meeting No.	Proposed Agenda	Timing
PAC No. 5	1. Design Update 2. EIAR, AA and RO Update 3. Railway Order Approach & Requirements 4. Property/Residential Amenity	Early August 23
PAC No.6	1 Presentation of final RO package (notices, logistics, sequencing etc)	September 2023

- RO submission date is likely late November 2023
- Proposed ABP Pre-application Consultation Schedule includes two additional meetings, as detailed above
- Does the Board consider the timelines above as appropriate to enable the RO submission on programme?

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.

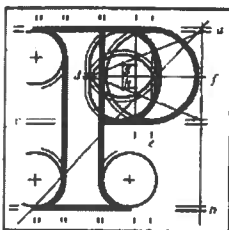
All data, documentation and information concerning the DART+ Programme, as disclosed in this Presentation or discussed by Iarnród Éireann during this Presentation, is strictly private and confidential and may not be disclosed or released to any third party in whole or in part, its servant or agents, 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 5th 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	5th		
Date	16/10/23	Start Time	11.00 a.m.
Location	MS Teams	End Time	12.20 p.m.

Representing An Bord Pleanála
Paul Caprani, Assistant Director of Planning (Chair)
Conor McGrath, Assistant Director of Planning
Niamh Thornton, Executive Officer
Lauren Griffin, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, Iarnród Éireann
Paul Wilcock, Iarnród Éireann
Patrick Conway, Iarnród Éireann

Rita Monaghan, Iarnród Éireann
Christopher Bradish, Arup
Darragh Beirne, Arup
Clodagh O'Donovan, Arup
Stephen Hyland, Arup

The meeting commenced at 11.00 a.m.

The Board welcomed the prospective applicant to the meeting and introduced those attending 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 project update since the last pre-application meeting. The preliminary design and reference design is complete. Public consultation 2 is complete and feedback has informed the final design. Work on the railway order documentation is nearing completion and it is envisaged that an application will be lodged in Q1 of 2024.

The prospective applicant presented a number of design updates since the last meeting. The Clongriffin passing loop has been extended, resulting in an increase in land-take required, a proposed widening of the River Mayne Bridge and inclusion of a retaining wall. This extension of the passing loop is required to achieve the required speed of 85km/hr. It was advised that consultation with landowners is still ongoing. The applicant stated that it has been in consultation with Fingal County Council heritage team about the required widening of the Mayne Bridge, which is a protected structure and which is also intended to be included in the design of a future greenway. The prospective applicant presented a draft design of the widened bridge, which allows the two historical arches to remain visible.

8 no. substations will be required to provide for electrification of the line. Feedback from consultations has resulted in some design changes to 5 of the substations. The change to the design of Donabate substation was presented as an example of the type of changes being made. This includes a repositioning of the substation and access road within the site. Locations of substations have not been changed.

Significant stakeholder consultations have been undertaken regarding the level crossings on the Howth Branch Line, including public consultations and post 'Public Consultation 2' meetings with Fingal County Council, elected members and community groups. A comparative assessment was also undertaken with level crossings on other lines on the DART network which concluded that the proposed design will not exceed current levels on other lines.

It was stated that stakeholder consultation is ongoing in relation to the Malahide Turnback and associated construction works which has been an area of concern for local residents. Whilst there is no change to the design, consideration is still being given to details of the finishes on the retaining wall and appropriate mitigation measures and construction methodologies to minimise noise and general disruption.

Construction compound locations, which were presented on a map, have remained generally the same as presented at public consultation 2 except for the removal of a proposed compound at Ballealy Landfill. Utility diversions have been identified. Temporary land-take to facilitate these diversions will be included in the Railway Order.

The prospective applicant gave an update on the EIAR and AA documentation. Draft EIAR documentation is being finalised following reviews and incorporating lessons learned from other DART projects. Cumulative impact assessment is ongoing.

AA screening has concluded that a NIS is required. The proposed development overlaps with five European Sites. The NIS is being finalised and key considerations / mitigations relate to the protection of surface water, invasive species, habitat degradation as a result of air quality impacts, and protection of SCI species.

The prospective applicant gave an overview of the impacts on property and residential amenity. It was stated that the majority of works will be within the existing railway boundary. 616 no. third party plots have been identified which will be impacted. It was stated that the majority of land-take will be temporary. The prospective applicant presented a draft layout of the Schedules to be included in the Railway Order.

It was stated that stakeholder consultation is ongoing, and that the prospective applicant will seek further close-out meetings with the local authorities.

It was noted that the prospective applicant is focusing on ease of reference for third party landowners and stakeholders in its presentation of the final Railway Order package.

The intention is to lodge the Rail Order application in Spring 2024.

Discussion:

The prospective applicant could not confirm the number of landowners to be affected by the Railway Order but stated that whilst there is some permanent acquisition, the majority of acquisition will be temporary.

When asked about the change to the Clongriffin loop the prospective applicant clarified that the change in design was driven by the speed requirement and that there would be no change at the station itself but rather at the extremities, where the line rejoins the main line.

Discussion was had about the widening of the bridge over the Mayne River. It was noted that this is c. 500m upstream of a European Site and this change in design should be taken into account in the NIS. The prospective applicant stated that documents have been updated and it is satisfied that this change has been appropriately addressed. The prospective applicant stated that it has been in consultation with Fingal County Council Heritage team about the design change for the bridge and that flood risk assessments have been undertaken. The new bridge design will facilitate proposed FCC greenway proposals. It was stated that Fingal County Council is satisfied with the design.

The prospective applicant stated that the DAU has responded to the scoping report issued to it but that a meeting has not been held.

It was clarified that the area of land-take identified in the presentation, at the Clongriffin loop, is required for a construction compound. The prospective applicant stated that development of the surrounding lands would not be impacted by the proposed project and that clear boundary lines have been agreed with the developers. Lands temporarily affected are zoned as open space. The only programme issue which could arise is the development of Fingal County Council parkland.

Regarding land-take around substations, it was stated that agreement in principle has been achieved with landowners at the majority of locations. The Board representatives advised that the application should demonstrate that these are the optimum locations for the substations, that all alternatives have been taken into consideration and that the land-take is proportionate..

The Board representatives noted the comparison studies undertaken with level crossings on the network. It was stated that the expected traffic will be less than that experienced at points on other lines. It was noted that the prospective applicant could not commit to timetabling as part of the application. The busiest survey day will be assessed against peak capacity.. It was advised that the applicant be clear in its documentation what frequency of services it is assessing against.

It was clarified that the design at Malahide has not changed but that engagement is ongoing around best mitigation measures and the final design of the retaining wall. It was clarified that the duration of works here will be between 18 months to 2 years. Some nighttime working will be included, depending on the activity. It was advised that the more specific the prospective applicant can be around mitigation measures the better.

Regarding operational noise on the turnback, it was clarified that the line closest to residents would be used for through-trains only. There will be some change to operational practise and that trains using the turn-back will be electric trains. There will be no idling of diesel trains.

The Board noted that the prospective applicant is shortlisting plans and projects for cumulative impacts. It was advised that the prospective applicant should be clear in its criteria for shortlisting and use the shortlisting process to identify those key projects which may cause cumulative impacts.

The Board advised that the documentation, schedules etc. be as complete as possible when submitting the application as to avoid amendments in so far as possible during the course of the application process. The Board asked that any agreements to be included in the schedule of agreements be clearly identified within the application documentation.

Conclusion:

The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process. 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 meeting concluded at 12.20 p.m.

A handwritten signature in black ink, appearing to read 'Paul Caprani', is written over a horizontal line.

Paul Caprani

Assistant Director of Planning

DART+ Coastal North

An Bord Pleanála
Pre-Application Meeting No.5

16.10.2023

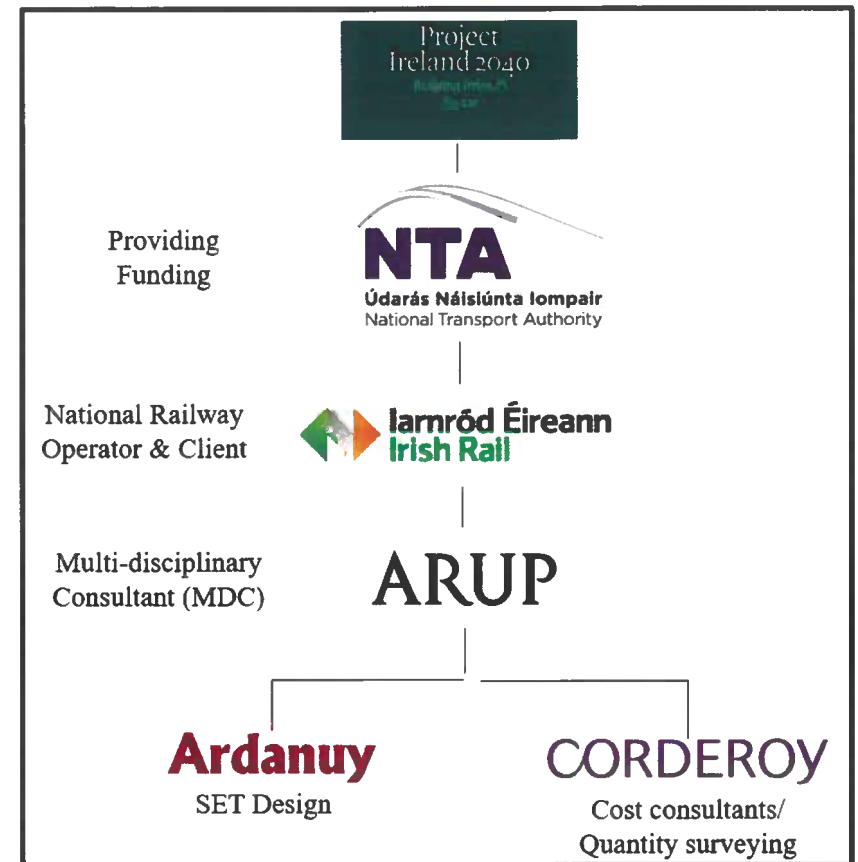
DART+ Coastal North Team

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
- Chris Bradish – Stakeholder Manager



DART+ Coastal North Presentation Agenda

Agenda

1. Project Update
2. Design Update
3. EIAR and AA Update
4. Railway Order Approach & Requirements
5. Property/Residential Amenity
6. Presentation of final RO package (notices, logistics, sequencing etc)
7. Programme Update
8. Questions & AOB.



DART+ Coastal North

Project Update

Project Update

- Preliminary Design is now virtually complete
- Reference design is finalised
- PC2 is complete and findings have been incorporated in final reference design
- Work on RO documentation is nearing completion
- RO application programmed for Q1 2024

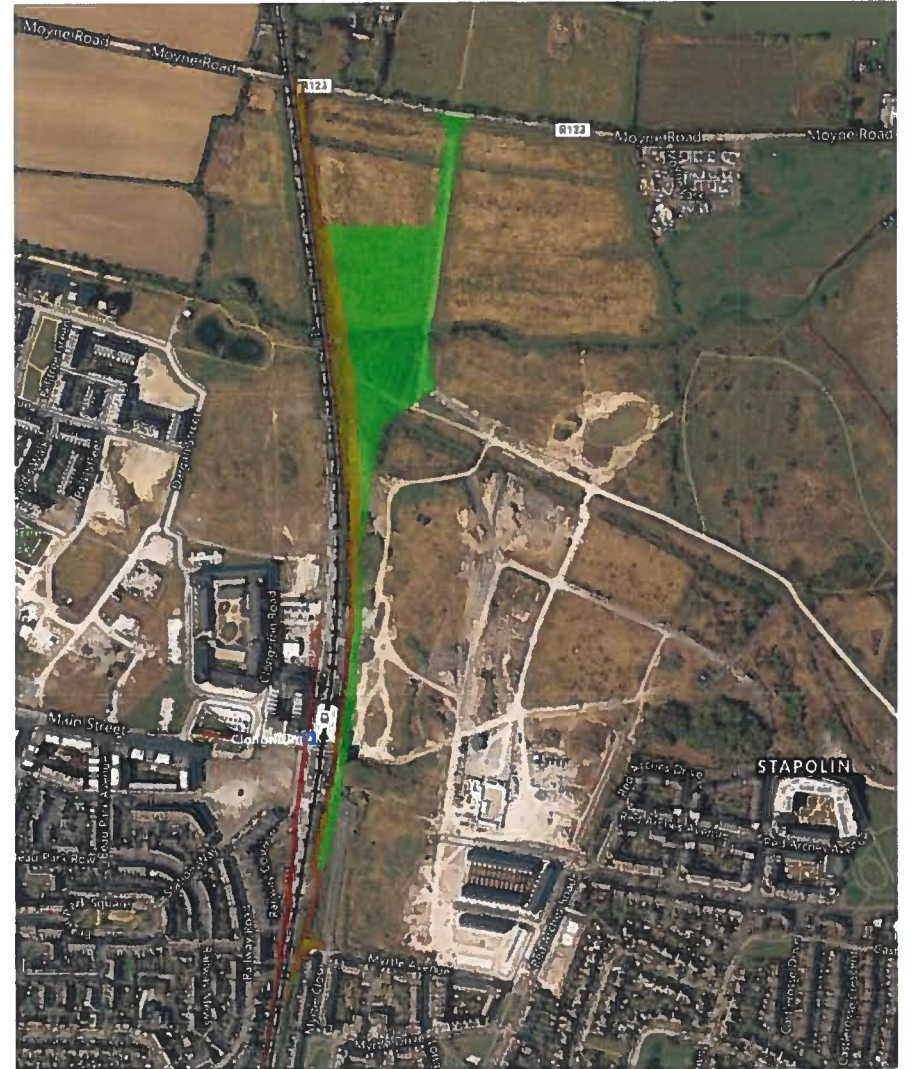


*Note: Dates to be confirmed.

DART+ Coastal North Design Update

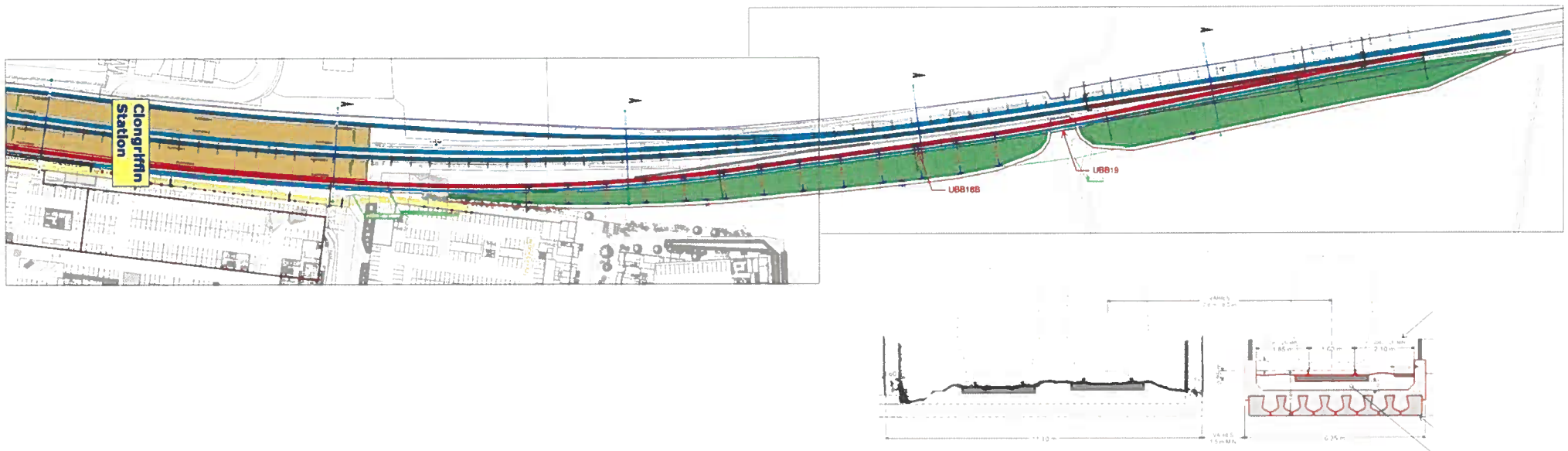
Clongriffin Passing Loop

- Extent of passing loop extended
- Increase in extent of land take required
- River Mayne Bridge widening proposed
- Existing culvert (south of River Mayne) extension
- Retaining wall included to limit extents of land take
- Consultation with landowners ongoing



Clongriffin Passing Loop

UBB19 Bridge – 85km/h loop and evolution of concept layout

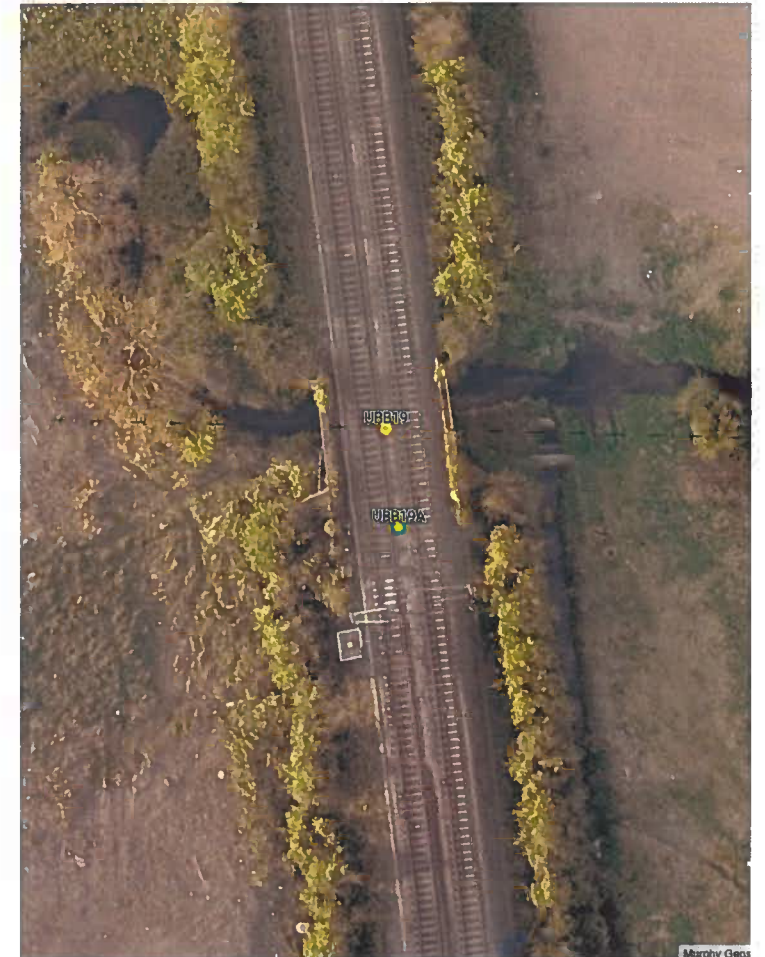


Track shifted east by a further ~2.5 m to position track wholly on new bridge deck.

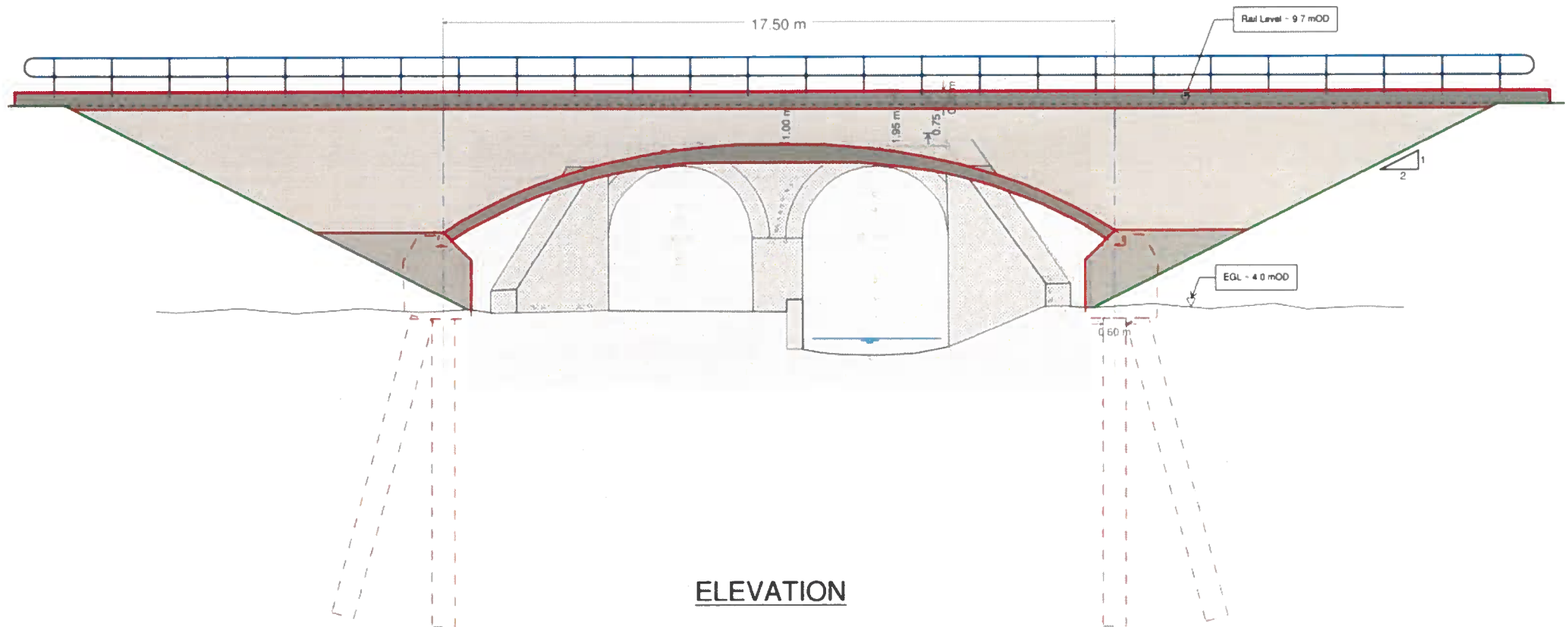
UBB19 – Mayne River Bridge

Serial Number	Description of technical object	Object type text	Miles	Yards	Bridge/Span/Culvert Function	Number of Spans	Span Length (m)
UBB19	19 Mayne River & Cattle Pass - Protected	Underbridge	5	1672	Multi-Span	2	3.708 m

- Protected Structure (FCC RPS 0919) – high architectural heritage value
- Twin barrel masonry arch bridge, with separate dry and wet spans
- FCC intention to use dry passage for future greenway
- Consultation with FCC Heritage has informed design solution



UBB19 Bridge – Arch Option

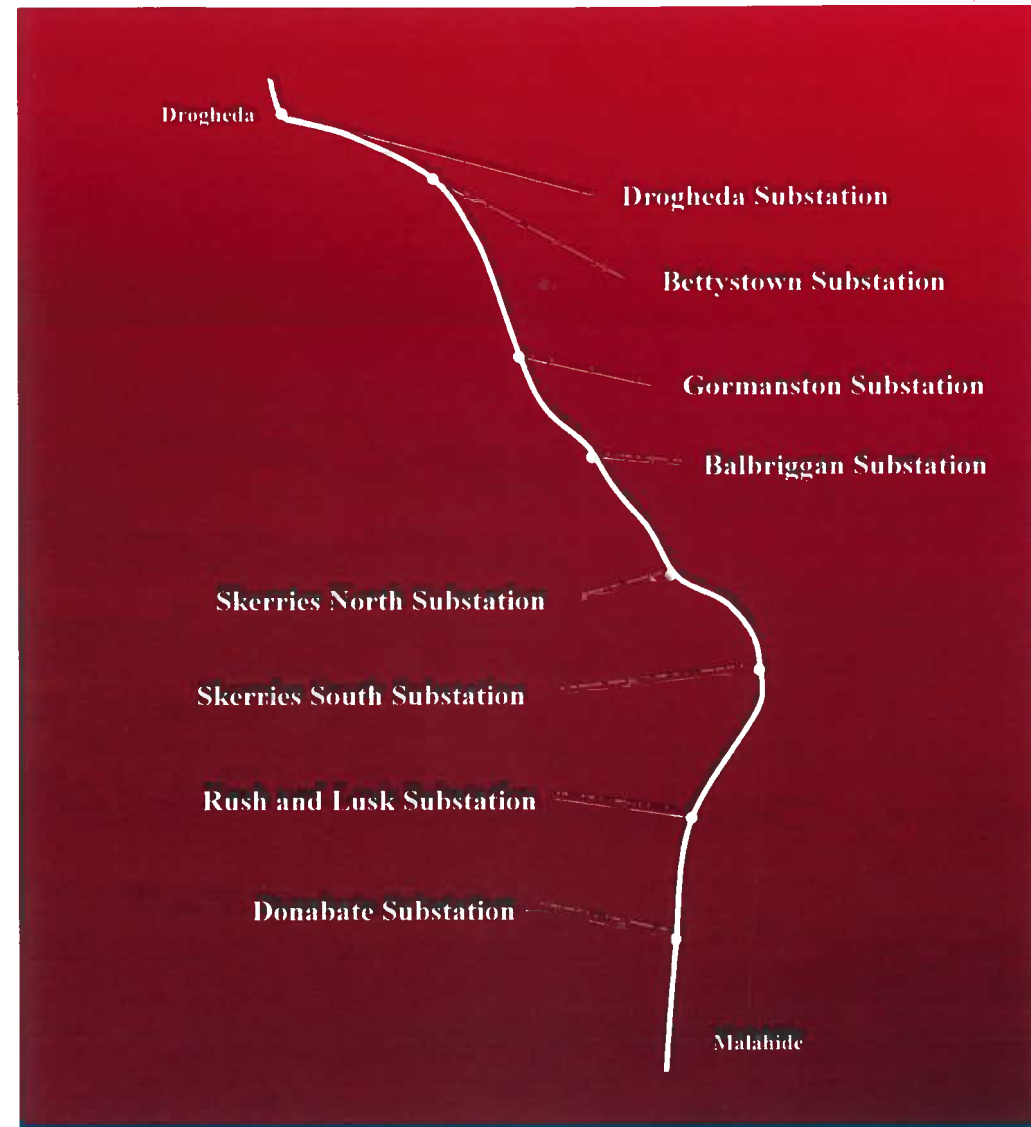


DART+ Coastal North

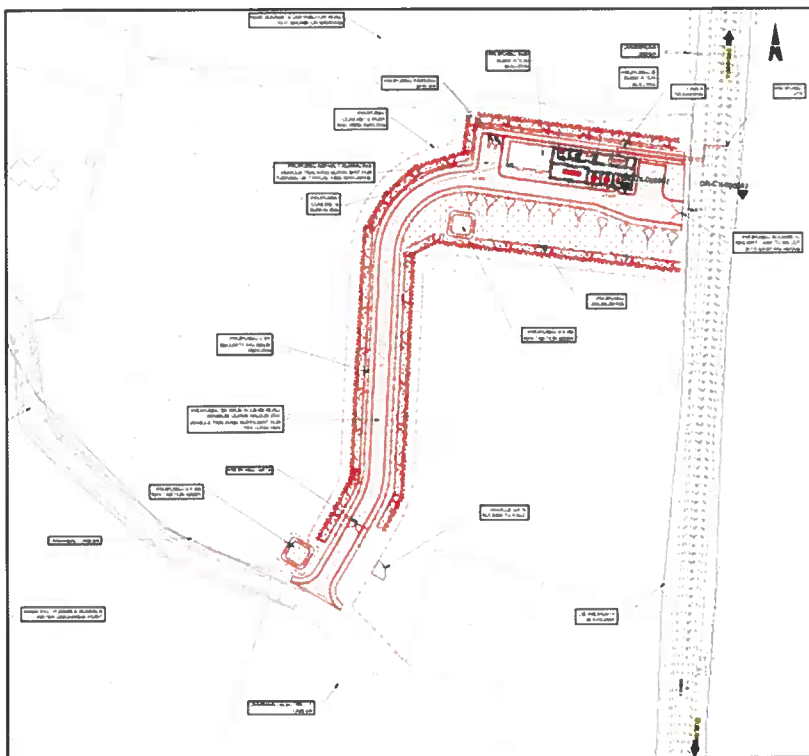
Substations & Access

Substations

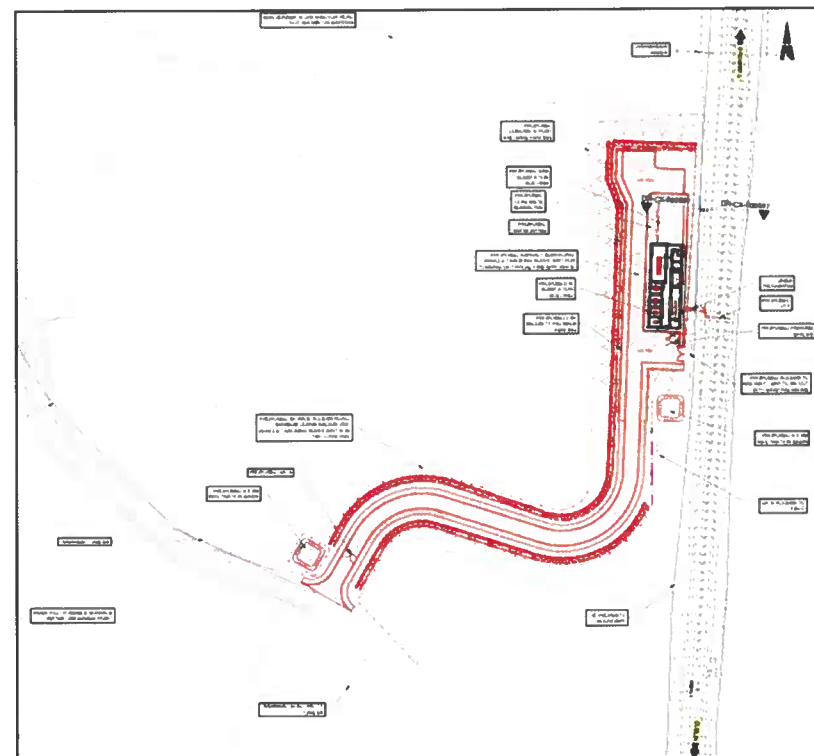
- 8 substations required in total to provide for the 37km of new electrification & OHLE.
- The substations are located at:
 - **Drogheda**
 - Bettystown
 - Gormanston
 - Balbriggan
 - **Skerries North**
 - **Skerries South**
 - **Rush and Lusk**
 - **Donabate**
- Ongoing consultation and landowner feedback has informed further design development and design changes for the substations highlighted above



Substations - Donabate



Donabate Substation at PC.2



Donabate Substation Current



DART+ Coastal North

Howth Branch & Traffic Modelling

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
- Key area of concern for stakeholders through PC1 and PC2
- Significant stakeholder consultation undertaken – including (post PC2) meetings with:
 - Fingal County Council
 - Elected Members
 - Community Groups
- Comparative assessment with other operational LXs within the DART network has been undertaken
- Updated modelling now complete



View at Sutton Level Crossing

DART+ Coastal North

Malahide Turnback

Malahide Turnback

- Proposed turnback at Malahide and associated construction works are a concern for local residents
- Stakeholder consultation ongoing to address these concerns
- Finishes on retaining wall being considered and detailed photomontages being prepared
- Construction impacts and appropriate mitigation also being considered – duration, noise & vibration
- Consultation with Marina Village residents ongoing
- Consultation also ongoing with wastewater treatment plan (Uisce Eireann & FCC) to discuss construction methodology and co-ordination of works to minimise disruption



DART+ Coastal North

Construction Compounds & Utility Diversions

Construction Compounds & Utility Diversions

Construction Compounds

- Construction Compounds located at various locations project wide.
 - Main compounds to service whole project
 - Works compounds to serve interventions.
- Locations generally as per PC.2
 - Compound at Balleally Landfill removed following consultation.
- Construction Methodology & Strategy progressed as part of RO Documentation.

Utility Diversions

- Utility Diversions identified
- Temporary landtake for diversions included in landtake



Main Line Construction Compounds

DART+ Coastal North EIA & AA Documentation Update

EIAR Update

- EIAR nearing completion
- Draft documentation being finalised following peer, client and legal reviews
- Lessons learnt from other DART+ projects being incorporated
- Cumulative assessment proceeding, with focus on:
 - Staged approach:
 - Stage 1: Establishing the long list;
 - Stage 2: Establishing the short list;
 - Stage 3: Information gathering; and
 - Stage 4: Assessment.

AA Documentation

- AA Screening concluded NIS is required
- Proposed Development overlaps with five European sites;
 - Malahide Estuary SAC and Malahide Estuary SPA where the existing Malahide Viaduct and railway traverses Malahide Estuary;
 - Rogerstown Estuary SAC and Rogerstown Estuary SPA where the existing Rogerstown Viaduct and railway traverses Rogerstown Estuary; and,
 - River Nanny Estuary and Shore SPA where the existing Laytown Viaduct and railway traverses the River Nanny Estuary.
- NIS is being finalised, key considerations/mitigation required relates to:
 - Measures to protect surface water quality during construction and operation
 - Measures to control introduction/spread of non-native invasive species
 - Measure to prevent habitat degradation as a result of air quality impacts
 - Measures to protect direct injury / mortality of SCI bird species
 - Measures to prevent disturbance of SCI species

DART+ Coastal North

Railway Order Approach & Requirements

Railway Order Approach & Requirements

- Letter of consent from NTA will be sought prior to application.
- Notices will be published in National and Regional newspapers, stating statutory consultation period, location of documentation for viewing, and instructions for making an observation.
- Full application documentation will be made available at various locations including ABP, all relevant Council Planning Departments, Iarnród Éireann, and several libraries located along the Railway line.
- Application documentation will be served on each Planning Authority, and each prescribed body as specified by ABP.
- Notice will be served on landowners/occupiers along the route.
- Railway Order application will be submitted in writing (2x copies) along with prescribed documentation.
- Digital copies (3x copies) of all documents, including application, shall also be submitted.
- Statutory application fee of €100,000 will be paid by electronic transfer.

DART+ Coastal North

Property/Residential Amenity

Property/Residential Amenity


- Majority of works are within existing railway boundary
- 616 no. third party landowners (plots) impacted
- Permanent landtake required for:
 - Substations
 - Biodiversity
 - Overhead OHLE
 - Retaining Walls
 - Station Upgrades (HJ&D)
- Temporary landtake required for:
 - Construction compounds
 - Temporary access
 - Utility Diversions
 - Access to Utility Diversions
- Number of schedules/type of landtake
 - Schedules currently required highlighted in yellow
 - Land use type also detailed

LAND USE TYPE
Agricultural Land
Commercial/Industrial
Community (Golf Course)
Community (Park)
Development Lands
Government/Public Building or Lands
Public Infrastructure
Public Infrastructure (Bridge)
Public Infrastructure (Cemetery)
Public Infrastructure (Electrical)
Public Infrastructure (Rail Bridge)
Public Infrastructure (Road)
Public Open Space
Residential
Residential (Apartments)

First Schedule	Railway works and works authorised by this Order
Second Schedule-Part 1	Land which may be acquired
Second Schedule-Part 2	Structures to which brackets, cables, wires, poles or other fixtures may be attached
Second Schedule-Part 3	Land upon which pole(s) may be erected
Second Schedule-Part 4	Airspace which may be acquired
Third Schedule	Substratum land which may be acquired
Fourth Schedule	Land of which temporary possession may be taken
Fifth Schedule – Part 1	Land over which Public Rights of Way or Other Easements may be acquired
Fifth Schedule – Part 2	Land over which Temporary Public Rights of Way or Other Easements may be acquired
Sixth Schedule – Part 1	Land over which Private Rights of Way or Other Easements may be acquired
Sixth Schedule – Part 2	Land over which Temporary Private Rights of Way or Other Easements may be acquired
Seventh Schedule	Public Rights, including Public Rights of Way which may be extinguished or altered
Eighth Schedule	Private Rights, including Private Rights of Way which may be extinguished or altered
Ninth Schedule	Public and Private Rights of Way which may be temporarily interrupted
Tenth Schedule	New roads including public roads and bridges which may be constructed
Eleventh Schedule	Roads including public roads which may be altered, realigned or closed
Twelfth Schedule	Conditions imposed by An Bord Pleanála
Thirteenth Schedule	Explanatory Notes in relation to the decision of An Bord Pleanála
Fourteenth Schedule	Agreements

Ongoing Stakeholder Consultation

- Landowners/Developers
 - Drogheda Substation & Construction Compound (ongoing)
 - Skerries North Substation
 - Skerries South Substation
 - Rush & Lusk Substation (Ongoing)
 - Donabate Substation
 - UTX crossing south of Laytown
 - Balbriggan Substation
 - Bettystown Substation
 - Rogerstown Park Substation (FCC)
- Local Authorities
- Fingal Co Council (general updates)
 - Focussed on Malahide wastewater plant, Balbriggan Public Realm, Greenways (Rogerstown, Coastal Way, Sutton – Malahide), Heritage & Conservation team.
- Meath, Louth Dublin County Councils (General update planned)
- Residents Associations and Community Groups
 - Railway Terrace Residents
 - Malahide Marina Residents (ongoing)
 - Donaghmede Estate Residents Association (ongoing)
 - Howth Sutton Community Council



DART+ Coastal North

Presentation of final RO
package (notices, logistics,
sequencing etc)

Presentation of final RO package (notices, logistics, sequencing etc)

- All RO documentation currently being finalised
- Project website layout will be similar to other DART projects
- Thorough review ongoing of Draft RO, including schedules, books of reference, drawings
- Focus on ease of reference for third party landowners and stakeholders - ensuring we are accurately describing what is proposed

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
- PC2 complete
- EIAR/AA/RO documentation being finalised

Major Milestones

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

- Design freeze complete & planning submission preparation being finalised;
- December 2023 – RO application documentation complete
- Winter 2023 - Government approval to lodge RO
- Spring 2024 - Submit Railway Order Application to An Bord Pleanála

Pre-Application Consultation Process

- 5 no. meetings now held (of the 6 proposed)
- Intent is to close pre-application consultation in next number of weeks
- Submission timeline now early Spring 2024

DART+ Programme

Legal Statement

DART+ Programme, Legal Statement

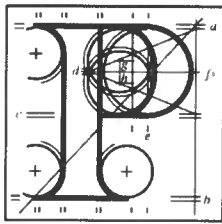
© Copyright Iarnród Éireann. All rights reserved. Any information provided herein by Iarnród Éireann is produced for a specific purpose and based on information known at the date of the presentation.

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**

**Pre-application consultation, Section
47B of the Transport (Railway
Infrastructure) Act 2001 as amended.**

**Inspector's Report
ABP-311802-21**

Development:

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

Prospective Applicant:

Iarnród Éireann

Planning Authorities:

Dublin City Council
Fingal County Council
Louth County Council

Date of Consultation Meetings:

20/01/2022, 31/03/2022, 05/04/2023,
15/06/2023, 16/10/2023

Inspector:

Conor McGrath

1.0 INTRODUCTION

This report relates to pre-application discussions held with Iarnród Éireann in respect of proposed improvement works to the railway line between Connolly Station, Dublin and Drogheda Station, Co. Louth, including works to the Howth Branch Line from Howth Junction to Howth Station, and associated works.

These consultations were undertaken on foot of a request under S.47B of the Transport (Railway Infrastructure) Act 2001 (inserted by Section 50 of the Planning and Development (Strategic Infrastructure Act) Act 2006).

This report describes the location and nature of the proposed development, the applicant's submission, the consultations held and the legal provisions relevant to the proposed development.

The Board's representatives met with the prospective applicant on five occasions. This report should be read in conjunction with the presentations provided by the prospective applicant and the written records of those meetings which are on file. It is not proposed to repeat the contents of those records in detail within this report.

2.0 SITE AND DESCRIPTION

The development relates to works to the existing commuter Dart and mainline railway between Connolly Station in Dublin City Centre and McBride Station, Drogheda, Co. Louth, as well as works along the branch line running between Howth Junction and Howth Station, over a total distance of c. 56km.

The lines are currently electrified between Connolly and Malahide and Howth stations and facilitate Dart services. North of Malahide station to Drogheda the line is not currently electrified and is served by diesel commuter and mainline train services.

The development traverses the administrative area of four local authorities, Dublin City Council, Fingal County Council, Meath County Council and Louth County Council.

The line crosses or passes a number of protected structures, particularly within the Fingal County Council administrative area. These include the structures identified in appendix 1 to this report, including Malahide Railway Viaduct, Rogerstown Viaduct, Balbriggan Viaduct and Knocknagin / Gormanston Viaduct. One new bridge will be constructed adjacent to the Mayne River crossing, which is a protected structure. Structures at Drogheda McBride Station also have protected status.

There are two principle existing level crossings on the Howth Branch lines, at Sutton Cross and Baldoyle Road R809, with secondary / local road level crossings at Cosh Level crossing and Claremont Level crossing. The line passes through Gormanstown Military Camp, which includes a firing range.

The coastal zone is subject to a number of nature conservation designations. In particular, the proposed development passes through / over Natura 2000 sites at:

- Malahide Estuary SPA and SAC,
- Rogerstown Estuary SPA and SAC
- River Nanny Estuary and Shore SPA

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development is one of four infrastructural projects to be delivered under the Dart+ programme which seeks to electrify parts of the existing rail network to facilitate an expansion of Dart services. The DART+ Programme is described as a key deliverable of national planning policy and contributes to a number of National Strategic Outcomes of the National Planning Framework and Priorities of the National Development Plan (2021-2030). It is also identified as a key action under the Climate Action Plan 2023.

The primary objective of the DART+ Programme is described as being to support compact urban growth and contribute to the reduction of transport congestion and emissions by enabling modernised high-quality commuter rail services. This is aimed at providing a safe, sustainable, efficient, integrated, and accessible public transport service along these corridors.

Sub-objectives of the DART+ Programme include:

- Cater for existing heavy rail travel demand and improve customer services through 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 improved inter-rail and inter-modal connectivity and integration with other public transport services.
- Enable further compact urban growth along existing rail corridors, unlock regeneration opportunities and more effective use of land in the GDA.
- Deliver an efficient, sustainable, low carbon and climate resilient heavy rail network, which contributes to reduced congestion and supports the transition to a lower emissions transport system and emission reduction targets.
- Provide a higher standard of customer experience.

The proposed development relates to railway improvement and electrification works along the northern railway line from Connolly station to Drogheda station and including the branch line from Howth junction station to Howth station. The works extend for a distance of approx. 56km in total.

Project Specific Objectives

- Deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased service frequency.
- Deliver solutions which improve the passenger experience where passenger infrastructure interventions are required.

-
- Deliver a sustainable, low carbon and climate resilient design solution including use of existing infrastructure where possible with targeted improvement works.
 - Identify cost-effective solutions.
 - Minimise adverse impacts on the natural and built environment.
 - Minimise adverse impacts on existing rail services, road users and landowners.
 - Provide efficient and cost-effective integration with other Dart+ projects.

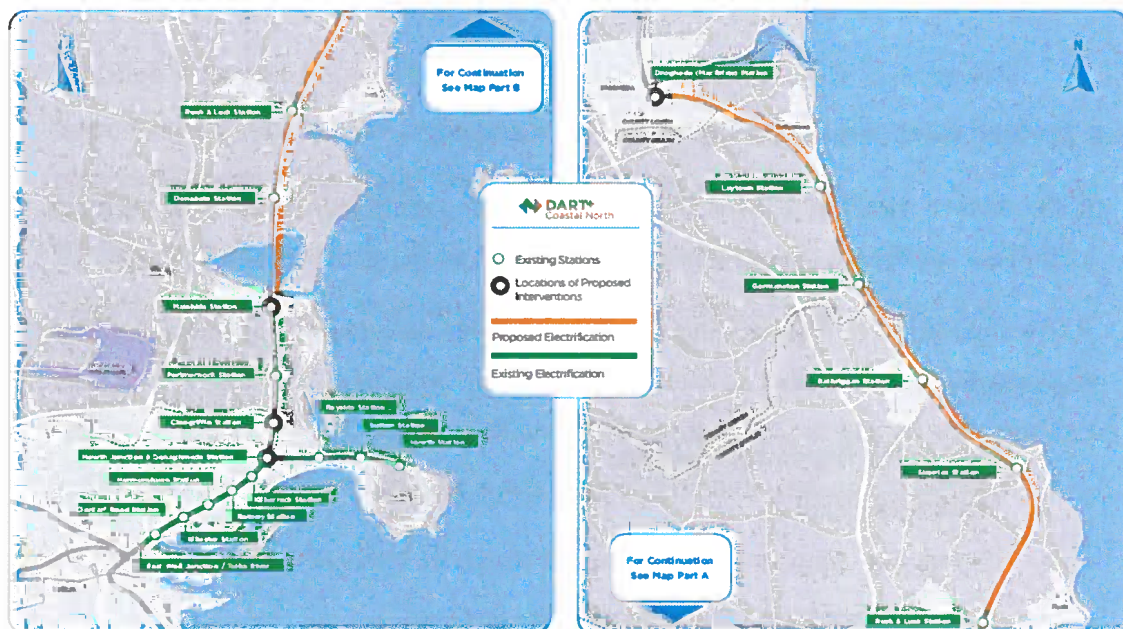
The development comprises the following elements:

- 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 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.
- Works at Howth Junction & Donaghmede Station, include enhanced passenger facilities.
- Upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations (8 no.) at key locations alongside the railway line.

- 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, utility diversions including provision of new substations. 8 no. construction compounds along the route.



Works around Drogheda MacBride Station include:

- A new platform on the Drogheda Freight Siding, which will extend over the R132 Dublin Road Underbridge (UBK1), necessitating widening of this bridge.
- At-grade access between the new platform and the existing Platform 1 and direct access to the new platform from the car park.
- The existing freight siding and a new stabling track located adjacent the depot will provide additional train stabling at Drogheda MacBride Station.
- The new stabling track will require works to the existing landscape bund.

Works around Malahide Station include;

- A turn-back facility immediately north of Malahide Station, which requires the widening of the railway corridor on the eastern side of the existing embankment on which it is situated, over approx. 500m length.
- This facility will allow for a greater number of services to be turned back at Malahide and return toward Dublin.
- New OHLE and signalling installations and modifications to existing systems.

Works around Clongriffin Station include:

- A new passing loop to serve a platform to the east of Clongriffin station. This requirement was anticipated in the original station design and will have minimal impact on the station building / existing infrastructure.
- New bridge over the River Mayne, east of existing rail bridge (RPS 0919), and extension of the existing culvert south of the River Mayne.
- Modifications to track alignment 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 and modifications to existing systems.

Works around Howth Junction & Donaghmede Station

- The 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 to include a new crossover east of the existing platforms.
- Alterations and modifications to existing OHLE, signalling and telecoms systems.
- Station facilities, such as shelters, improved for the increase in interchanging passengers.

-
- The works are essential to allow trains to be turned back clear of continuing services on separate tracks.

Howth Branch Level Crossings

- The introduction of infrastructure to enable the operation of a regular shuttle service between Howth and Howth Junction & Donaghmede Stations.
- The four existing level crossings along the Howth Branch line can continue to operate while still providing a more efficient service overall.

Depot Works

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

While the majority of works will take place within the existing railway boundary, over 600 no. third party landowners (plots) will be impacted. Permanent landtake will be required for:

- Substations
- Biodiversity
- Overhead OHLE
- Retaining Walls
- Station Upgrades (HJ&D)
- Temporary landtake will be required for:
- Construction compounds
- Temporary access

-
- Utility Diversions
 - Access to Utility Diversions

4.0 POLICY CONTEXT

The following policy documents are of relevance but, it should be noted, do not comprise an exhaustive list of such policy statements or guidance:

- TEN-T connecting Europe Facility Programme (CEF)
- Project Ireland 2040 - National Planning Framework 2040 & National Development Plan 2018-2027
- Climate Action Plan 2023
- Regional Spatial Economic Strategy for the Eastern & Midland Region 2019
- Strategic Investment Framework for Land Transport (SIFLT)
- Transport Strategy for Greater Dublin Area 2022-2042
- Greater Dublin Area Cycle Network Plan (being updated)
- Fingal County Development Plan 2023-2029
- Meath County Development Plan 2021-2027
- Dublin City Development Plan 2022-2028
- Louth County Development Plan 2021-2027
- Donabate Local Area Plan 2016-2026

5.0 MEETINGS HELD

Five meetings were held with the prospective applicant's representatives on the following dates: 20/01/2022, 31/03/2022, 05/04/2023, 15/06/2023, 16/10/2023.

Presentations were provided at each meeting which are included in the file together with other information provided to the Board in respect of same. The record of each meeting is also contained in the file.

On 08/02/2024, a request was received from the prospective applicants to close the pre-application consultations.

6.0 RELEVANT LEGISLATIVE PROVISIONS

Section 2 of the of the Planning and Development Act 2000, as amended by section 6 of the Planning and Development (Strategic Infrastructure) Act 2006 sets out the definition of *strategic infrastructure development*, including;

- g) any proposed railway works referred to in section 37(3) of the [Transport \(Railway Infrastructure\) Act 2001](#) (as amended by the *Planning and Development (Strategic Infrastructure) Act 2006*).

A subsequent application for a Draft Railway Order will be lodged under the provisions of Section 37(3) of the Transport Infrastructure Act 2001 as amended by Section 49 of Planning and Development Act (Strategic Infrastructure) Act 2006.

7.0 OTHER RELEVANT CASES

The following comprise recent related pre-application consultations or applications which are relevant to this case:

ABP-314232-22: Concurrent Rail Order application in respect of DART+ West - Dublin City to Maynooth and M3 Parkway to the environs of Connolly Station. The associated pre-application consultation case was ABP-314724-22.

ABP-316119-23: Concurrent Rail Order application in respect of DART+ South West - Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Heuston Station to Glasnevin. The associated pre-application consultation case was ABP-308826-22.

ABP-314724-23: Concurrent Rail Order application - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] (Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont). The associated pre-application consultation case was ABP-302010-22.

Other: Several Bus Connects Schemes.

8.0 MATTERS ARISING -

8.1 Proper Planning and Sustainable Development

The matters which arose during the course of pre-application discussions include:

- Policy context surrounding the proposal ranging from strategic / national to local policy.
- Public consultation process and stakeholder engagement undertaken.
- Potential demolition / CPO / substratum works and impacts on residential properties.
- Potential impact on residential amenity from construction / operational activities.
- Potential impacts / beneficial effects to communities from changes to the frequency of commuter rail services and journey times.

-
- Potential impacts on vehicular and pedestrian / cyclist traffic arising from changes to the operation of existing level crossings, and supporting modelling and analysis.
 - Potential effects on communities due to revisions to services on the Howth Branch line, and facilities at Donaghmeade / Howth Junction station.
 - Works required to bridges along the route to facilitate required clearance including potential impact on protected structures.
 - Potential effects on the setting of Protected Structures due to new bridge and OHL infrastructure, including Drogheda McBride Station.
 - Visual amenity of infrastructural elements, including OHL and retaining walls.
 - Potential impact on biodiversity, including potential significant effects on European Sites and the qualifying interests thereof, particularly wintering birds.
 - Construction compounds and substations - requirements and locations.
 - The potential interdependency on other Dart+ schemes
 - Land acquisition/CPO/substratum requirements.

3.2 Environmental Impact Assessment

It is proposed to submit an Environmental Impact Assessment Report with the proposed Draft Railway Order. The following matters were addressed during the course of the consultation meetings.

- EIA Scoping was undertaken by the prospective applicant.
- The transport modelling methodology.
- Environmental factors including but not limited to: Climate, Hydrology (incl. flood risk), Land & Soils, Noise & Vibration, Visual and Landscape, Biodiversity, Cultural Heritage, Population and Human Health, Material Assets, Traffic & Transportation.
- Consideration of Alternatives.
- Water Framework Directive.

-
- Electromagnetic Assessment.
 - Construction Impacts (incl. on residential areas & transport movements).
 - Format of the EIAR.
 - Consideration of cumulative impacts and interdependencies.
 - Draft Railway Order documentation.

8.3 Appropriate Assessment

It is proposed to submit a Natura Impact Assessment Report with the proposed Draft Railway Order. The following include matters which were discussed during the consultation meetings.

- Likely Zone of Impact of the proposal.
- Natura 2000 sites within the likely zone of impact and proximity to QI's/SCI's.
- Pathways for likely significant effects.
- Screening conclusions.
- Consideration of potential adverse effects in NIS.
- Potential Mitigation Measures to be considered.
- In-combination Effects.

8.4 Serving of a Copy of the Draft Railway Order

The provisions of section 40(1)(c) of the Transport (Railway Infrastructure) Act, 2001, as amended by section 49 of the Planning and Development (Strategic Infrastructure) Act, 2006, indicate that the Board may direct the prospective applicant as to what persons, in addition to the planning authority and the Minister for Transport, should be so served with a copy of the Draft Railway Order, accompanying documents and public notice.

In that regard I recommend that the Board consider that the persons listed hereunder be served with the draft order and accompanying documents. In forming the list hereunder, regard was had to, *inter alia*, the requirement under s.40(1)(b) of the Transport (Railway Infrastructure) Act, 2001 as amended under s.49 of the Planning and Development (Strategic Infrastructure) Act, 2006, to give the public notification of the proposed application. Regard was also had, in drawing up the list below, to the provisions of s.213 of the Planning & Development Regulations 2006.

Having due regard to this, I recommend that the Board considers that the persons and bodies listed hereunder be so served:

- Dublin City Council,
- Fingal County Council
- Meath County Council
- Louth County Council
- Minister for Transport
- Minister of Housing, Local Government and Heritage — Development Applications Unit (all three sections to be notified: NPWS, Architectural Heritage Protection Unit & Archaeological - National Monuments Service)
- Minister for Communications, Climate and Environment.
- Minister for Defence
- Transport Infrastructure Ireland (TII)
- National Transport Authority (NTA)
- Eastern and Midland Regional Assembly
- Commission for Railway Regulation
- Inland Fisheries Ireland
- Office of Public Works
- An Chomhairle Ealaíon
- Fáilte Ireland
- An Taisce – the National Trust for Ireland

-
- The Heritage Council
 - Health and Safety Authority
 - Health Service Executive
 - Irish Water
 - ESB
 - CIE (all bodies within the group to be served i.e. Dublin Bus, Bus Eireann and Iarnród Éireann)

The Board may wish to review this list and satisfy itself that it is sufficient and the applicant may wish to consider other bodies they consider relevant.

3.0 CONCLUSION

By letter dated 8th February 2024 the prospective applicant wrote to the Board requesting that the pre-application process be formally concluded. I am of the opinion that the process should be concluded as requested and would recommend accordingly.

Conor McGrath

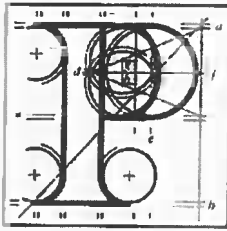
Inspectorate

Appendix 1:

Protected Structures Potentially Affected (not an exclusive list of structures)

Fingal Co. Co.	Ref. 919 Rail Bridge, Grange/Maynetown, Clongrifi
	Ref. 388 Malahide Railway Station
	Ref. 423 Railway Bridge, Bissett's Strand, Malahide
	Ref. 420 Malahide Railway Viaduct
	Ref. 502 Railway Bridge, Corballis Road, Kilcrea, Donabate
	Ref. 510 and 511 Donabate Railway Station and Station Masters House
	Ref. 516 Rogerstown Viaduct
	Ref. 286 Rail Bridge, Rogerstown, Lusk
	Ref. 287 Rail Bridge, Rogerstown Lane, Lusk
	Ref. 288 Lust and Rush Railway Station
	Ref. 292 Road Bridge, Tyrrelstown Big, Lusk
	Ref. 246 Road Bridge, L1285 Road, Ballykea, Loughshinny
	Ref. 231 Rail Bridge, Dublin Road, Townparks, Skerries,
	Ref. 191 Skerries Railway station
	Ref. 880 Rail Bridge, Barnageeragh Road, Skerries
	Ref. 879 Rail Bridge, Barnageeragh Road,
	Ref. 36 Balbriggan viaduct
	Ref. 30 Balbriggan Railway Station
	Ref. 12 Railway Bridge, off Drogheda Road (R132), Bremore, Balbriggan
	Ref. 1 Knocknagin / Gormanston Viaduct, off Drogheda Road

	Ref. 546 Sutton Railway Station
	Ref. 559 Howth Railway Station
	Ref. 788 Former Signalman's House, Howth Junction Station
Meath Co. Co.	Ref. 90991 Laytown/Bettystown P Beauparc Station House Railway Station
	Ref. 91050 Gormanston Knocknagin Viaduct Railway viaduct
	Ref. 1073 Laytown Viaduct Railway Viaduct
Louth Co. Co.	RPS 21: Drogheda McBride Railway Station Wate DB-055, DB-397, DB-396, DB-398, DB-399



**An
Bord
Pleanála**

**Board Direction
BD-015947-24
ABP-311802-21**

The Board considered the submissions on this file and the report of the Inspector at a Board Meeting dated 26/03/2024.

The Board decided, generally in accordance with the recommendation of the Inspector, that the applicant be informed that the pre-application process has formally concluded.

The Board also decided that the applicant be advised that the persons and bodies listed hereunder be served with the draft order and accompanying documents. In forming the list hereunder, regard was had to, *inter alia*, the requirement under Section 40(1)(b) of the Transport (Railway Infrastructure) Act, 2001 as amended under Section 49 of the Planning and Development (Strategic Infrastructure) Act, 2006, to give the public notification of the proposed application. Regard was also had, in drawing up the list below, to the provisions of Section 213 of the Planning & Development Regulations 2006.

- Dublin City Council,
- Fingal County Council
- Meath County Council
- Louth County Council
- Minister for Transport
- Minister of Housing, Local Government and Heritage — Development Applications Unit (all three sections to be notified: NPWS, Architectural Heritage Protection Unit & Archaeological - National Monuments Service)
- Minister for Communications, Climate and Environment.

- Minister for Defence
- Transport Infrastructure Ireland (TII)
- National Transport Authority (NTA)
- Eastern and Midland Regional Assembly
- Commission for Railway Regulation
- Inland Fisheries Ireland
- Office of Public Works
- An Chomhairle Ealaíon
- Fáilte Ireland
- An Taisce – the National Trust for Ireland
- The Heritage Council
- Health and Safety Authority
- Health Service Executive
- Irish Water
- ESB
- CIE (all bodies within the group to be served i.e. Dublin Bus, Bus Éireann and Iarnród Éireann)

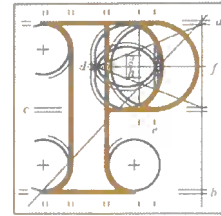
Board Member



Chris McGarry

Date: 27/03/2024

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

Iarnród Éireann
Engineering and New Works Building
Inchicore
Dublin
Dublin 8

Date: 04 April 2024

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 to the above mentioned pre-application consultation. The Board considers that the pre-application consultation in respect of this case is concluded and it is open to you to now lodge an application for a railway order.

The Board wish to reiterate that the holding of the consultations shall not prejudice the Board in the performance of its function to determine the application for a railway order and cannot be relied upon in the formal planning process or in any legal proceedings.

Attached is a list of prescribed bodies to be notified of the application of the proposed development.

Please also find enclosed a full copy of the Board's pre-application consultation file which must be associated with the application documentation and made available for public inspection when the application is lodged. Two copies of any valid submissions/observations received by the Board in respect of the application will also be forwarded to you by the Board and you are requested to make a copy available for public inspection with the application documentation.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board at laps@pleanala.ie.

Teil
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 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

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

Yours faithfully,



Eimear Reilly
Executive Officer
Direct Line: 01-8737184

NC11

Teil
Glaó Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1800 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

Prescribed Bodies to be notified:

1. Dublin City Council
2. Fingal County Council
3. Meath County Council
4. Louth County Council
5. Minister for Transport
6. Minister for Housing, Local Government and Heritage - Development Applications Unit, including all three sections:
 - a. National Parks and Wildlife Service
 - b. Architectural Heritage Protection Unit
 - c. National Monuments Service
7. Minister of Communications, Climate and Environment
8. Minister of Defence
9. Transport Infrastructure Ireland
10. National Transport Authority
11. Eastern and Midland Regional Assembly
12. Commission for Railway Regulation
13. Inland Fisheries Ireland
14. Office of Public Works
15. An Chomhairle Ealaíon
16. Fáilte Ireland
17. An Taisce
18. The Heritage Council
19. Health and Safety Authority
20. Health Service Executive
21. Uisce Éireann
22. Electricity Supply Board
23. Córas Iompair Éireann (all bodies within the group to be served i.e. Dublin Bus and Bus Éireann)

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1800 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

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

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

Date: 8th February 2024

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,

An Bord Pleanála has received your recent letter dated 6th February, 2024 in relation to the above mentioned case. The contents of your letter have been noted.

The Board will revert to you at a later date.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board at laps@pleanala.ie

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

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

Tel	Tel	(01) 858 8100
Glaó 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

07 FEB 2023

LTR DATED _____ FROM _____

LDG- _____

ABP- _____

An Bord Pleanála

64 Marlborough Street

Dublin 1

Date: 6th February 2024

Your Ref: ABP-311802-21

Our Ref: D+WP56-IEN-P4-NL-CO-RO-000001

Attn.: Mr. Paul Caprani, Asst Director of Planning (Chair);

Mr. Conor McGrath, Senior Planning Inspector;

Niamh Thorton, Executive Officer

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

Dear Mr. Caprani,

Coras Iompair Éireann (CIÉ) / Iarnród Éireann formally request the closure of the Pre-Application Consultation stage for the proposed DART+ Coastal North Project, involving railway improvement works from just north of Connolly Station (East Wall junction) to Drogheda MacBride Station (Drogheda), inclusive of the Howth Branch line from Howth Junction & Donaghmede Station to Howth Station.

CIÉ/Iarnród Éireann has met with An Bord Pleanála on five occasions between January 2022 and November 2023 to discuss the project and gather pre-application feedback. CIÉ/ Iarnród Éireann would now like to progress the project towards the Railway Order Application stage.

It is understood that a report will now be prepared on the project and the pre-application consultations which will form the basis for a decision to permit the lodgement of an application for a Railway Order. The conclusion of this matter at your earliest convenience would be most welcome.

While we fully acknowledge that all pre-application consultations with An Bord Pleanála are without prejudice to the assessment of the application when lodged, CIÉ/Iarnród Éireann is grateful for the contribution and effort made by your team, which has been very beneficial and provided useful feedback to inform the design development process.

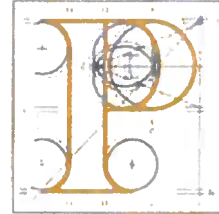
I trust the above is in order. If you have any queries, please do not hesitate to contact me directly.

Yours sincerely



Colm Reynolds, DART+ Programme Director

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

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

Date: 8th February 2024

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,

An Bord Pleanála has received your recent letter dated 6th February, 2024 in relation to the above mentioned case. The contents of your letter have been noted.

The Board will revert to you at a later date.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board at laps@pleanala.ie

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

Yours faithfully,

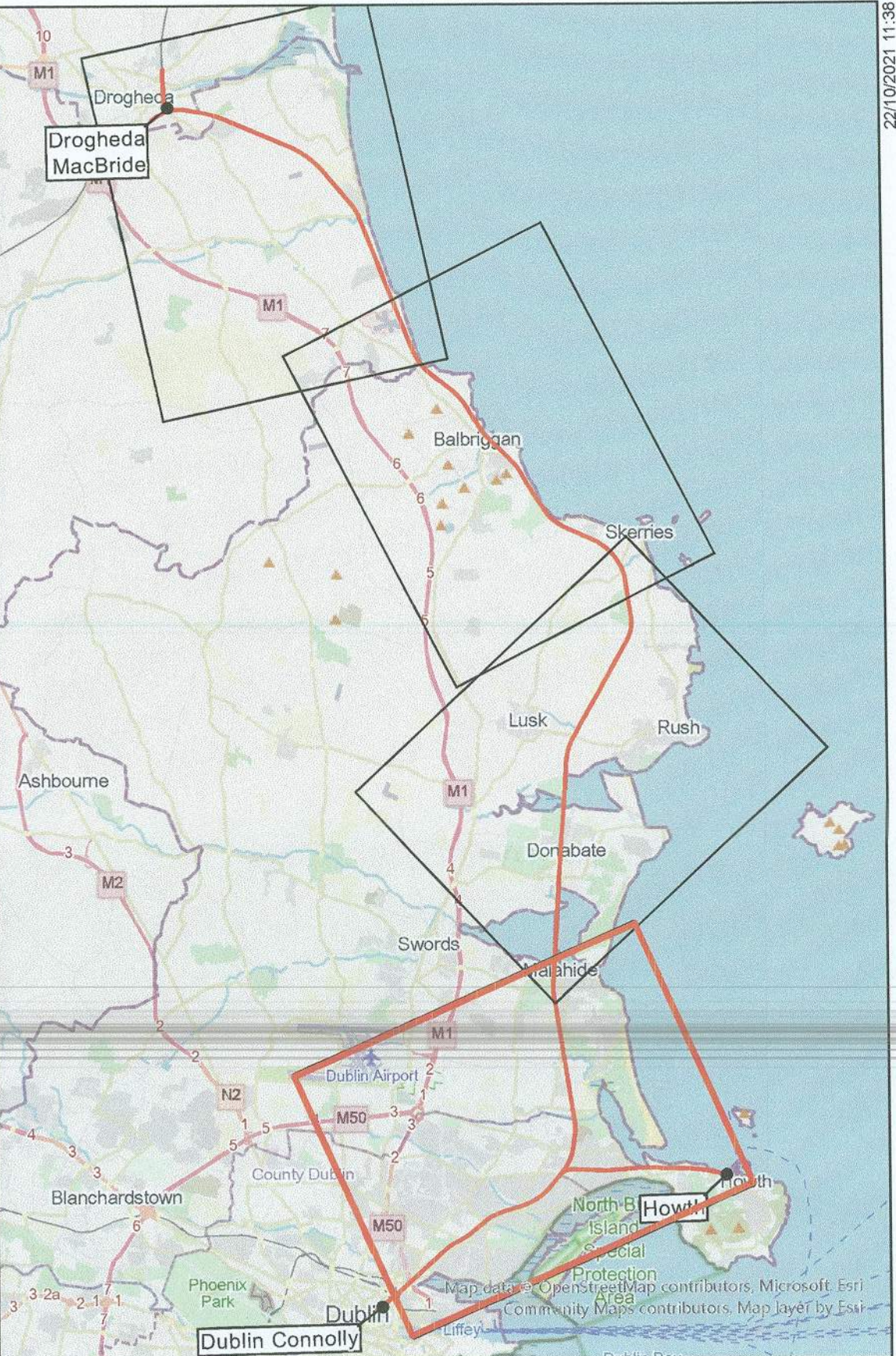
Eimear Reilly
Executive Officer
Direct Line: 01-8737184

Tel	Tel	(01) 858 8100
Glao 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



Bridge No.	Bridge Name
OB810	Collins Avenue East / Killester Avenue cycleway
OB810A	Killester station footbridge
OB811	Carrying Made Third, Killester
OB812	Verelstien Hall vehicular access
OB812A	Carrying Brookwood Avenue / R808
OB813	Harmonstown station pedestrian bridge
OB814	Lein Gardens - Clil Earra footbridge
OB815A	Raheny station footbridge
OB816	Carrying Station Road, Raheny / R809
OB816A	Kilbarrack station footbridge
OB816B	Kilbarrack station cycleway
OB817A	Howth Junction & Donaghmede station Plat. 3/4 footbridge
OB818	Carrying Grange Road / R809
OB818C	Clongriffin station vehicular access
OB818D	Clongriffin station building
OB821	Carrying local road in Maynetown
OB821A	Portmarnock station footbridge
OB822	Carrying Station Road, Portmarnock
OB826	Carrying Black Road
OB827	Carrying Main Street / Dublin Road / R106 - vehicular
OB827Z	Carrying Main Street / Dublin Road / R106 - pedestrian
OB828	Malahide station footbridge
OB84A	Clontarf Road station footbridge
OB88A	Carrying Collins Avenue East / R103
OB90	Howth Junction & Donaghmede station Plat. 1/2 footbridge
OB91	Sutton station footbridge
OB93	Carrying Claremont Road, Howth
UBB15	Santilly River
UBB17	Kilbarrack Road R104
UBB19	Mayne River & Cattle Pass
UBB20	Mayne Road R123
UBB23	Blackwood/Cut Road
UBB24	Blackwood/River
UBB25	R124
UBB29	Strand Street / Bessels Strand
UBB3	East Wall Road & the Tolka River
UBB5	Clontarf Road
UBB6	Howth Road R105
UBQ0F	Station Subway at Bayside station
UBQ0S	Public Subway at Bayside station
UBQ2	Public access from Howth Rd to Claremont Rd



LEGEND
● OVERBRIDGE
● UNDERBRIDGE
● EXISTING STATIONS
+ LEVEL CROSSINGS
+ EXTENT OF DART+ COASTAL NORTH
■ MATCH LINE

AN BORD PLEANÁLA
LOG-
ABP-
13 JAN 2022
For: E Type:
Time: By:

Copyright

© Irish Rail (2021). This drawing is confidential and the copyright in it is owned by Irish Rail. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of Irish Rail.

© OpenStreetMap contributors

© Ordnance Survey Ireland and Government of Ireland. All O.S. data used for plans are printed under Copyright Ordnance Survey Ireland Survey No. 0038720 (OSi Aerial Data) & Survey No. 3221 (OSi, NMA, 1:50 OSi Vector Data). All elevations are in metres and relate to OSi Geoid Model (OSGM02) Mean Head as defined by existing Project Control. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active GPS station Tallaght College (TL02).



Rev	Date	By	Chkd	Appr	Description
P01	22/09/2021	FG	GJ	CE	
P02	22/10/2021	DM	DB	GJ	Updated to suit IE comments



Date

SEPTEMBER 2021

Project Code

D+WP58

Scale

1:12500 @ A0

1:25000 @ A2

Originator

ARP

Engineering Designer

DM

Checked

DB

Approved

GJ



Project Title

DART+ COASTAL NORTH

Drawing Title

Northern Line Site Location Map

Drawing File Name

D+WP58-ARP-ZZ-NL-DR-RO-000001

Sheet Number

1 of 4

Status

IS3

Rev

P02



Bridge No.	Bridge Name
OBB26	Carrying Back Road
OBB27	Carrying Main Street / Dublin Road / R106 - vehicular
OBB27Z	Carrying Main Street / Dublin Road / R106 - pedestrian
OBB28	Malahide station footbridge
OBB32A	Carrying the Donabate Distributor Road
OBB33	Carrying the L2170, Donabate
OBB33A	Donabate station footbridge
OBB35	Access to Beeverstown Golf Club
OBB38	Carrying Rogerstown Lane
OBB38A	Rush & Lusk station footbridge
OBB39	Carrying Station Road / R128
OBB41	Carrying local road in Rathfarnham
OBB44	Carrying local road in Tymestown Bg
OBB45	Carrying farmer's access off Featherbed Lane
OBB46	Carrying the L1285 / Baldongan Close
OBB47	Historic access to Skerries Golf Club
OBB49	Carrying Gof Links Road
OBB51A	Skerries station footbridge
UBB29	Strand Street / Bissets Strand
UBB30	Malahide Viaduct
UBB31	Hilcrea tidal outflow
UBB32	Cortalla back road
UBB34	Ballinacorney access
UBB36	Rogerstown Viaduct/Estuary
UBB37	Ballynahinch/Rogerstown
UBB40	Elfhallow/Stream
UBB42	Hartstown/Horsham Stream
UBB48	Hacketstown/Skerries Golf Club
UBB50	R127 Skerries Road
UBB51	Station subway at Skerries (dressed)

LEGEND	
	OVERBRIDGE
	UNDERBRIDGE
	EXISTING STATIONS
	LEVEL CROSSINGS
	EXTENT OF DART+ COASTAL NORTH
	MATCH LINE

AN BORD PLEANÁLA	
LDO:	
ASP:	
13 JAN 2022	
Fee: €	Type:
Time:	By:

Copyright
© Irish Rail (2021). This drawing is confidential and the copyright in it is owned by Irish Rail. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of Irish Rail.
© OpenStreetMap contributors
© Ordnance Survey Ireland and Government of Ireland. All O.S. data used for plans are printed under "Copyright Ordnance Survey Ireland" Survey No. 0030720 (OSI Aerial Data or OSI LIDAR Data) & Survey No. 2021050 (NMA, 100 (OS) Vector Data). All elevations are in metres and relate to OSi Geoid Model (OSGM02) Mean High as defined by existing Project Control. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active GPS station Tallaght College (TLG).

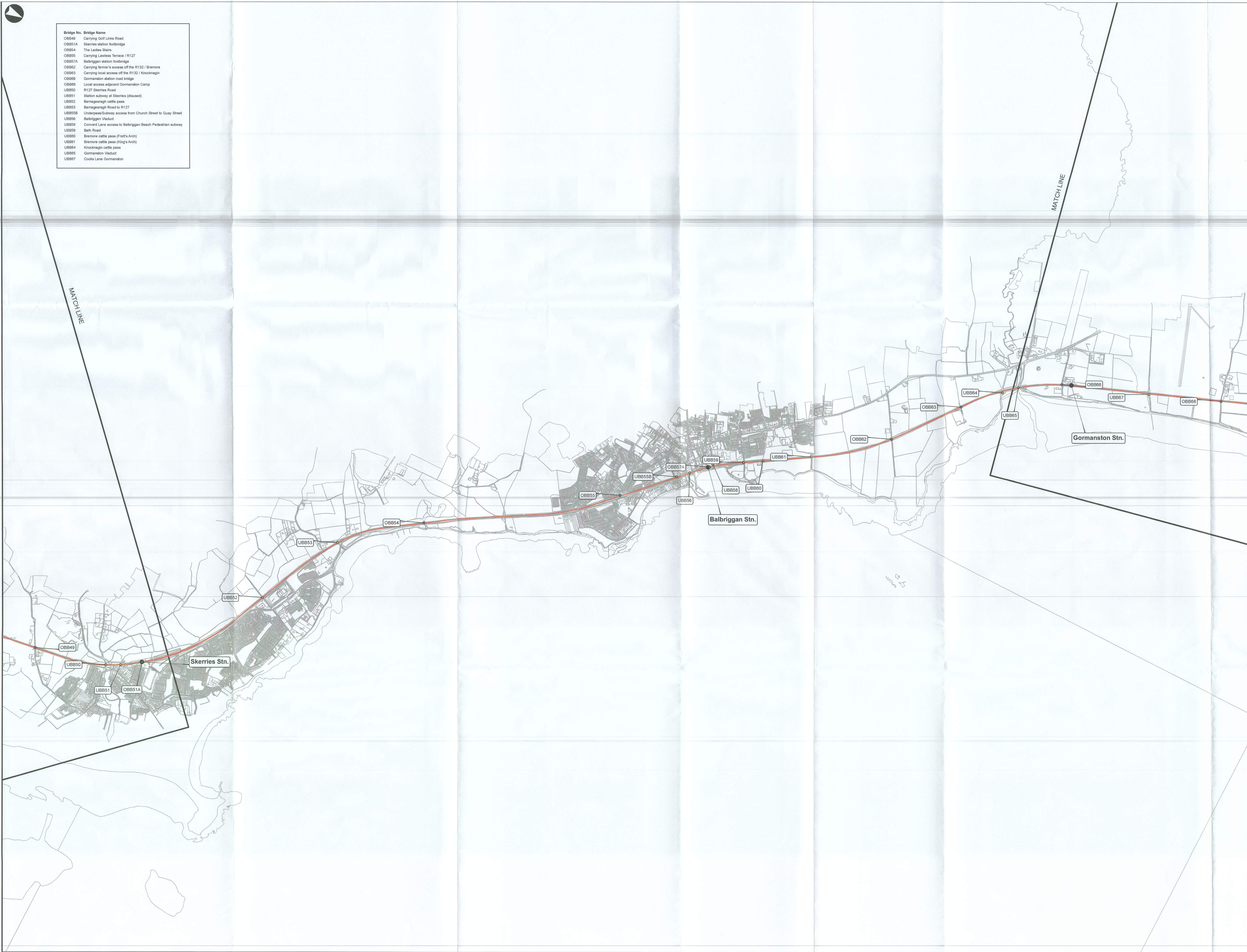


Rev	Date	By	Check	Appr	Description
P01	23/09/2021	FG	GJ	CB	
P02	23/10/2021	DM	DB	GJ	Updated to suit IE comments

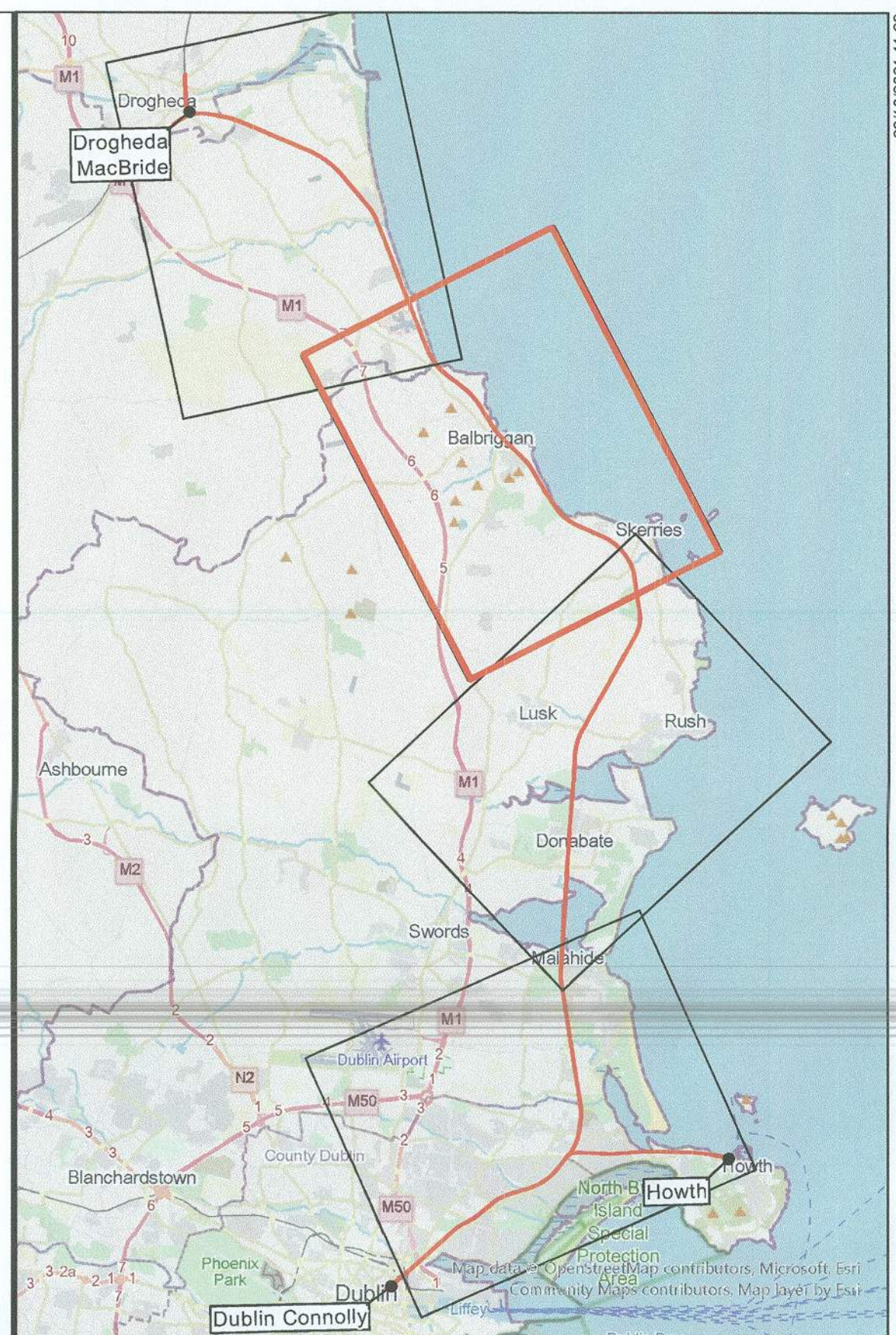
Client		Engineering Designer	
Date	SEPTEMBER 2021	Scale	1:12500 @ A0 1:25000 @ A2
Project Code	D-WP56	Originator	ARP

Drawn	DM	Checked	DB	Approved	GJ

Project Title		DART+ COASTAL NORTH	
Drawing Title		Northern Line Site Location Map	
Drawing File Name	D:\WP56-ARP-ZZ-NL-OR-RO-000002	Sheet Number	2 of 4
Status	SS	Rev	P02



Bridge No.	Bridge Name
OBB49	Carring Golf Links Road
OBB51A	Skerries station footbridge
OBB54	The Ladies Slais
OBB55	Carring Lawless Terrace / R127
OBB57A	Balbriggan station footbridge
OBB62	Carring farmer's access off the R132 / Brenmore
OBB63	Carring local access off the R132 / Knocknagin
OBB66	Gormanston station road bridge
OBB68	Local access adjacent Gormanston Camp
UBB50	R127 Skerries Road
UBB51	Station subway at Skerries (disused)
UBB52	Barrageeragh cattle pass
UBB53	Barrageeragh Road to R127
UBB55B	Underpass/Survey access from Church Street to Quay Street
UBB56	Balbriggan Viaduct
UBB58	Convent Lane access to Balbriggan Beach Pedestrian subway
UBB59	Bath Road
UBB60	Brenmore cattle pass (Fell's Arch)
UBB61	Brenmore cattle pass (King's Arch)
UBB64	Knocknagin cattle pass
UBB65	Gormanston Viaduct
UBB67	Codis Lane Gormanston



- LEGEND
- OVERBRIDGE
 - UNDERBRIDGE
 - EXISTING STATIONS
 - LEVEL CROSSINGS
 - EXISTENT OR DART+ COASTAL NORTH
 - MATCH LINE

AN BORD PLEANÁLA

LDG: _____

ABP: _____

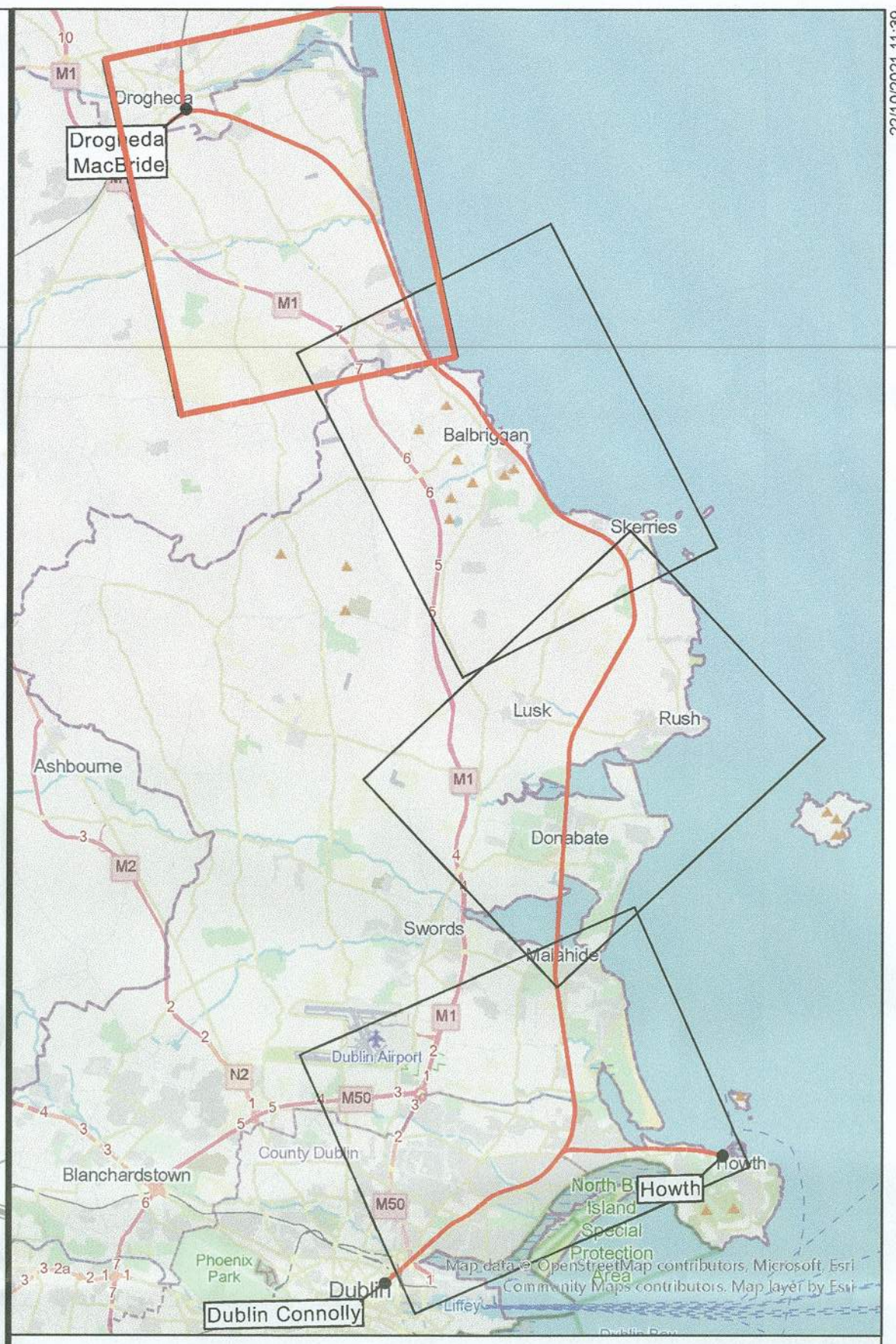
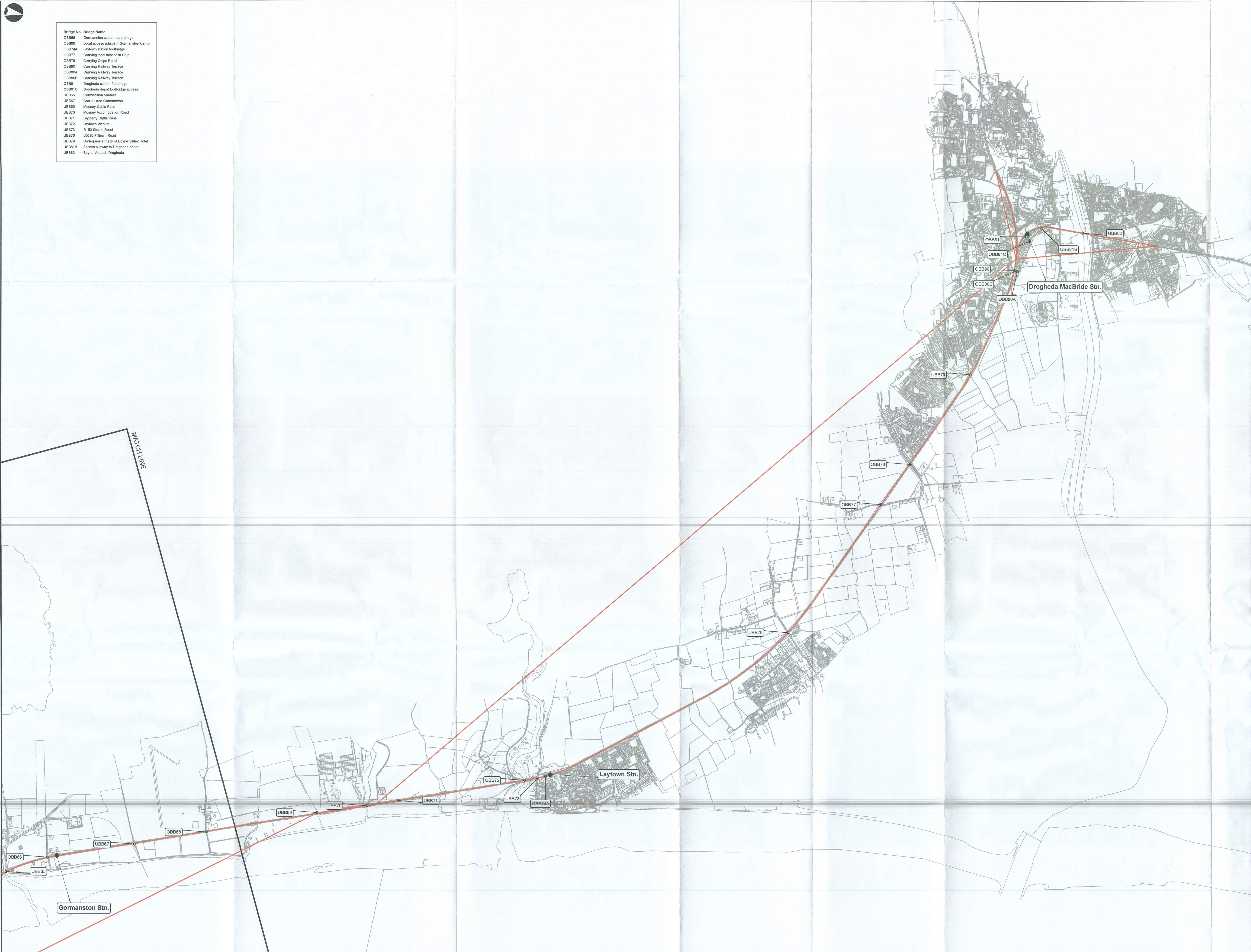
13 JAN 2022

For: C Type: _____

Time: _____ By: _____



Bridge No.	Bridge Name
OB866	Gormanston station road bridge
OB865	Local access adjacent Gormanston Camp
OB874A	Laytown station footbridge
OB877	Carrying local access in Colp
OB878	Carrying Colpe Road
OB880	Carrying Railway Terrace
OB880A	Carrying Railway Terrace
OB880B	Carrying Railway Terrace
OB881	Drogheda station footbridge
OB881C	Drogheda depot footbridge access
UB895	Gormanston Viaduct
UB897	Cocks Lane Gormanston
UB899	Mooney Cattle Pass
UB870	Mooney Accommodation Road
UB871	Lagberry Cattle Pass
UB872	Laytown Viaduct
UB873	R150 Strand Road
UB876	L8615 Pilltown Road
UB879	Underpass at base of Byrne Valley Hotel
UB881B	Access subway to Drogheda depot
UB882	Boyne Viaduct, Drogheda



LEGEND	
●	OVERBRIDGE
○	UNDERBRIDGE
●	EXISTING STATIONS
—	LEVEL CROSSINGS
—	EXTENT OF DART+ COASTAL NORTH
—	SWITCH LINE

AN BORD PLEANÁLA

LDG: _____

ABP: _____

13 JAN 2022

Fee: € _____ Type: _____

Time: _____ By: _____

Copyright

© Irish Rail (2021). This drawing is confidential and the copyright in it is owned by Irish Rail. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of Irish Rail.

© Ordnance Survey Ireland and Government of Ireland. All O.S. data used for plans are printed under "Copyright Ordnance Survey Ireland" Survey No. 0036720 (OSI Aerial Data or OSI Lidar Data) & Survey No. 2011026 (NMA, 150 Cfg Vector Data). All elevations are in metres and relate to OSI Geoid Model (OSGM02) Mean Head as defined by existing Project Control. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI active GPS station Tallaght College (TLG).

Rev	Date	By	Chkd	Appd	Description
P01	22/09/2021	FG	GJ	CB	
P02	22/10/2021	DM	DB	GJ	Updated to suit IE comments

Date	SEPTEMBER 2021	Scale	1:12000 @ A0 1:25000 @ A2	Drawn	DM	Checked	DB	Approved	GJ
Project Code	D+WP56	Originator	ARP	QMS Code	280275-00				

Project Title

DART+ COASTAL NORTH

Drawing Title

Northern Line Site Location Map

Drawing File Name

D+WP56-ARP-ZZ-NL-DR-RO-000004

Sheet Number

4 of 4

Status

S3

Rev

P02

© Arup