



**An  
Bord  
Pleanála**

## **Record of Meeting ABP-311802-21 2nd meeting**

<b>Case Reference / Description</b>	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.		
<b>Case Type</b>	Pre-application consultation		
<b>1st / 2nd / 3<sup>rd</sup> Meeting</b>	2nd		
<b>Date</b>	31/03/22	<b>Start Time</b>	11.00 a.m.
<b>Location</b>	MS Teams	<b>End Time</b>	12.20 p.m.

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

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

The meeting commenced at 11.00 a.m.

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

#### **Presentation by the prospective applicant:**

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

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

This feedback related to the following:

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

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

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

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

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

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

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

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

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

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

**Discussion:**

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

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

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

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

**Conclusion:**

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

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

The meeting concluded at 12.20 p.m.

Ciara Kellett 26/4/22

**Ciara Kellett**

**Assistant Director of Planning**