



An
Bord
Pleanála

Record of Meeting ABP-311802-21 3rd meeting

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

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

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

The meeting commenced at 11.00 a.m.

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

Presentation by the prospective applicant:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion:

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

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

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

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

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

Conclusion:

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

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

The meeting concluded at 12.05 p.m.

A handwritten signature in blue ink, which appears to read 'C. Kellett', followed by the date '17/4/23' also in blue ink. The signature is written over a horizontal line.

Ciara Kellett

Director of Planning