

File With _____

Large-Scale Residential Development Appeal Correspondence Form

Case No: ABP 320049-24

Please treat correspondence received on 15/7/24 as follows:

1. Update Plean-IT with new agent of Applicant/Appellant

2. Acknowledge with LRD 41

3. Keep copy of Board Letter ☐

1. Return to sender with LRD _____

2. Keep Envelope ☐

3. Keep Copy of Board Letter ☐

Amendments/Comments:

larnród Eireann observation

rec'd by email.

Case Narrative

Task 393347-24 LRD 41

write observer name on file cover

4. Attach to File

(a) LRD Unit ☐

(b) Inspector ☐

Return to EO ☐

Plans Date Stamped ☐

Date Stamp Filled in ☐

EO: Karen Hickey

AA: Donil Moore

Date: 19/7/24

Date: 22-7-24

Dail Littleton Caden

From: IÉ 3rd Party Approvals <3rdpartyapprovals@irishrail.ie>
Sent: Dé Luain 15 Iúil 2024 15:31
To: Appeals2
Cc: Leticia Camargo
Subject: Submission on behalf of Iarnród Éireann for Planning Appeal LH17.320049
Attachments: LH17.320049 - IE Observations.pdf

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Planner,

I have attached a submission letter regarding the planning appeal numbered LH17.320049. Be aware that Iarnród Éireann is not subject to the charges linked with submitting documents. It would be appreciated if you could acknowledge the receipt of this submission.

Best Regards,

Leticia Camargo
Planning Coordinator
 CCE Department | Dublin Division
 Pearse Station, Dublin 2, D02 RV00
T 087 484 9450
E leticia.camargo@irishrail.ie



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

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

*Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL: IE 4812851 O,
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An Bord Pleanála
Planning Appeals
64 Marlborough Street
Dublin 1
Dublin

Date: 15th July 2024.

Bord Pleanála Case reference: LH17.320049
Planning Authority Case Reference: 2360290

Development: Permission for the following Large-Scale Residential Development consisting of: i) 267 no. residential units comprising 145 no. dwelling houses and 122 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units. The dwelling houses range in height from 2-3 storeys. The apartments/duplexes are in 8 no. blocks (i.e. Blocks A-H, with Blocks B and C joined) ranging in height from 3 to 5 storeys; ii) a single storey creche; iii) modifications to the R157 regional road including changes to the existing carriageway/traffic lanes and the replacement of an existing roundabout with a new signalised junction; iv) a new signalised junction and link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road; v) the provision of footpaths, cycle lanes and 2 no. pedestrian crossings on the existing M3 Parkway access road, vi) a foul pumping station and connection to the existing public sewerage system via the Old Navan Road; vii) a watermain connection to the north of the site at Pace (townland); viii) 3 no. ESB substation/kiosks and the undergrounding/re-routing of existing electricity lines; ix) reprofiling of land and relocation of existing berm adjoining the River Tolka as part of flood mitigation measures; and x) all associated ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, bin storage, boundary treatments and landscaping/amenity areas at this site measuring 14.17 hectares principally located in Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath. Access will be via 2 no. new vehicular access points along the new link road between the R157 and the Old Navan Road. Pedestrian access will also be provided on to the existing M3 Parkway access road. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report and Natura Impact Statement will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority.

Location: Principally located in Bennetstown (townland) to the south of the M3 Parkway Park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath

Line: Clonsilla to Pace

Mileage: 11-765

Iarnród Éireann has the following **observations** in respect of the proposed development:

- 1) The Railway Safety Act 2005 places an obligation on any 3rd party working near the railway to ensure no danger or hazard is posed to railway operations. Due to the proximity of this site to the railway corridor, the Applicant must take due consideration of this obligation during the planning and construction of the development.
- 2) Iarnród Éireann requests that the observations made regarding application 2360290 be taken into consideration. Specifically, we emphasize the importance of maintaining the grant conditions stated in clause 10.B, which reads: " The exact location and detail of boundary treatment adjoining the property of Irish Rail shall be agreed with Irish Rail, revised detail shall be submitted for the written agreement of the Planning Authority including written confirmation of the agreement of Irish Rail."
It is crucial that this condition regarding C.I.É/Iarnród Éireann remains in place to ensure coordinated and agreed boundary treatments.

These observations prioritize railway operational safety, and we advise that these points are communicated to the applicant. Furthermore, these considerations should be incorporated as a condition of planning approval if the application is successful.

PP Leticia C Camargo

David Gannon

Senior Track & Structures Engineer