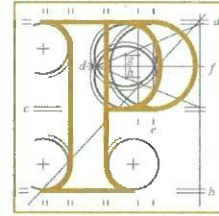


Annex 1: An Bord Pleanála Letter

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

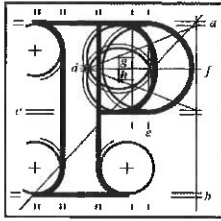
64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

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)

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Láithreán Gréasáin Website www.pleanala.ie
Ríomhphost Email bord@pleanala.ie

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D01 V902 D01 V902



**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

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.

-
- 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.

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.

-
- 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

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.

-
- 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.

-
- 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

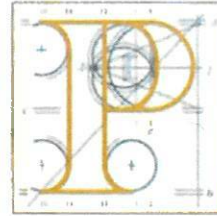
By letter dated 8th February 2024 the prospective applicant wrote to the Board requesting that the pre-application process be formally concluded. I am of the opinion that the process should be concluded as requested and would recommend accordingly.

Conor McGrath

Inspectorate

	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

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

**Colm Reynolds
Iarnrod Éireann
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.

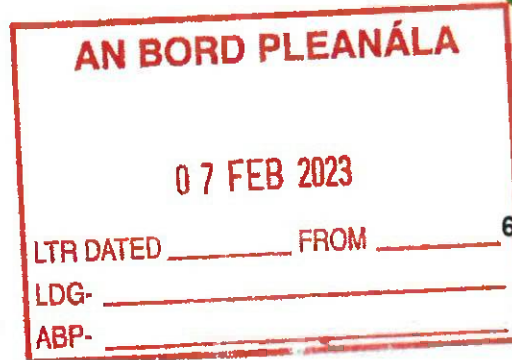
Yours faithfully,


Eimear Reilly
Executive Officer
Direct Line: 01-8737184

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64 Sráid Maoilbhríde 64 Marlborough Street
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D01 V902 D01 V902



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 Thornton, 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.

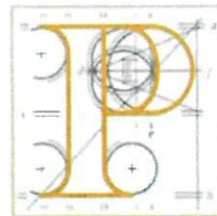
I trust the above is in order. If you have any queries, please do not hesitate to contact me directly.

Yours sincerely



Colm Reynolds, DART+ Programme Director

Our Case Number: ABP-311802-21



**An
Bord
Pleanála**

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

Date: 25th October 2023

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

Dear Sir / Madam,

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

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

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

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

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

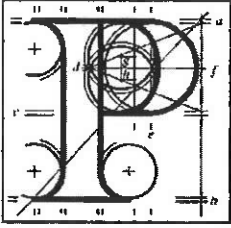
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An
Bord
Pleanála

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

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.

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..

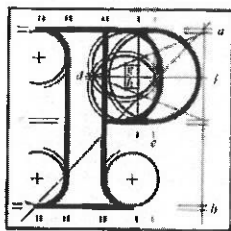
comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting.

The meeting concluded at 12.20 p.m.

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

Paul Caprani

Assistant Director of Planning



**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.