

Clár DART+, An Foirgneamh Innealtoireachta agus Oibreacha Nua, Iarnród Éireann, Inse Chór, Baile Átha Cliath 8, D08 K6Y3.

DART+ Programme, Engineering & New Works Building, Iarnród Éireann, Inchicore, Dublin 8, D08 K6Y3.

E [info@irishrail.ie](mailto:info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



An Bord Pleanála  
64 Marlborough Street  
Dublin 1

**Issue by email and post**

**Date: 22<sup>nd</sup> October 2021**

**Our Ref: C7005-CN-RO-101**

**Attn.: The Secretary**

Dear Sir / Madam

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

CIÉ / Iarnród Éireann request formal commencement of pre-application consultations with An Bord Pleanála, in relation to railway improvement works for DART+ Coastal North, involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station – approximately 56km.

### **DART+ Programme Objective**

Rail is one of the most environmentally sustainable forms of land transport. Iarnród Éireann is committed to reducing energy consumption and lowering CO2 emissions from the overall transport sector, in accordance with the targets set by Government to transition to a low carbon society and address our national climate action requirements under the Paris Agreement.

DART+ is a transformative programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The DART+ Programme also includes the purchase of new train fleet.

The DART+ Programme will deliver frequent, modern, electrified services from Dublin City Centre (Connolly & Spencer Dock) to:

- Maynooth & M3 Parkway (DART+ West);
- Hazelhatch & Celbridge (DART+ South West);
- **Drogheda (DART+ Coastal North – the subject of this letter);** and
- Greystones (DART+ Coastal South).

Iarnród Éireann is currently in formal Pre-Application Consultations with An Bord Pleanála for DART+ West and DART+ South West.

### **Works required to deliver DART+ Coastal North**

The project predominantly involves trackworks, electrification and re-signalling on the Northern Line on sections of the route from East Wall Junction (to the north of Connolly Station) through to Drogheda. The majority of the works are between Malahide and Drogheda where the Northern Line is not currently electrified.

The key elements of the project include:

- Electrification of the Northern Line from Malahide to Drogheda;
- Addressing constraints to support increased frequency of trains;
- Undertaking improvements/re-builds of bridges to achieve vertical and horizontal clearances;
- Re-signalling and improvement of lineside telecommunications, as necessary;
- Power supply upgrades including provision of new substations;
- Provision of stabling infrastructure to maximise efficient rail operations; and
- Re-configuration of Clongriffin Station; Howth Junction Station and Drogheda Station;
- Upgrade of junctions and provision of turnback facilities;
- Re-modelling of Drogheda and Fairview Depots to facilitate commissioning and servicing of the new train fleet.

A set out drawings along the route accompany this letter, outlining the principal infrastructure along the existing railway route corridor.

### **Preliminary Design**

Iarnród Éireann has commenced the design for DART+ Coastal North, with the authorisation and funding of the National Transport Authority. Multi- disciplinary consultants are now engaged to progress the design, to develop a preferred option and to prepare all necessary documentation to facilitate a Railway Order Application to An Bord Pleanála in due course.



## **Environmental Impact Assessment (EIA) and Railway Order Application**

The Transport (Railway Infrastructure) Act 2001 (No. 55 of 2001) as amended, sets out the process required for making an application for a Railway Order.

Section 37(2) lists the required documentation when making an application. This includes a requirement for:

'(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an "environmental impact statement") of the proposed railway works.'

It is therefore a mandatory requirement to submit an Environment Impact Assessment Report (EIAR) with the Railway Order application.

### **Pre-Application Consultation**

It is the purpose of this letter to request a pre-application consultation with An Bord Pleanála, under Section 47B of the Transport (Railway Infrastructure) Act, 2001 (as amended), in relation to the proposed railway works.

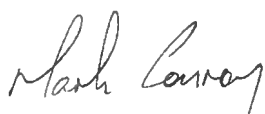
Iarnród Éireann will present the options, design and environmental considerations for the proposed development and address any planning and environmental issues pertinent to An Bord Pleanála.

The fee for a pre-application consultation of €4,500 has been paid to An Bord Pleanála by electronic transfer. Please see attached payment advice note as proof of payment. The payment references DART+ Coastal North for your account reconciliation.

I would welcome confirmation that An Bord Pleanála is agreeable to commencing the formal Pre-Application consultations for DART+ Coastal North and we look forward to a meeting date.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Wilcock'.

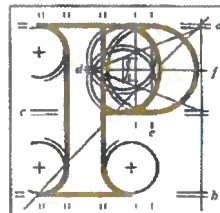
Pp

Paul Wilcock

Programme Manager – DART+ Coastal North



Our Case Number: ABP-311802-21



An  
Bord  
Pleanála

Iarnrod Éireann  
Engineering and New Works Building  
Inchicore  
Dublin  
Dublin 8

Date: 27 April 2022

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 meeting of the 31st March, 2022.

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

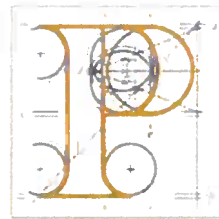
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Dublin 1  
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An  
Bord  
Pleanála

Colm Reynolds  
Iamrod Eireann  
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 16<sup>th</sup> 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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Ríomhphost	Email	bord@pleanala.ie

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**Jennifer Sherry**

ABP-311802-21

**From:** SIDS  
**Sent:** Tuesday 26 October 2021 10:40  
**To:** Jennifer Sherry  
**Subject:** FW: Pre-Application Request - CIÉ/Iarnród Éireann DART+ Coastal North  
**Attachments:** 20211022\_C7005-CN-RO-101\_ABP.pdf, EFT Remittance.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Mark Conroy <Mark.Conroy@irishrail.ie>  
**Sent:** Friday 22 October 2021 15:23  
**To:** SIDS <sids@pleanala.ie>  
**Cc:** Laura Carolan <Laura.Carolan@irishrail.ie>; Paul Wilcock <Paul.Wilcock@irishrail.ie>; 'Gillian Sisk' <Gillian.Sisk@arup.com>; Claire Beedle <Claire.Beedle@arup.com>  
**Subject:** Pre-Application Request - CIÉ/Iarnród Éireann DART+ Coastal North

Dear Sir/Madam

Please see attached CIÉ/Iarnród Éireann letter requesting formal commencement of Pre-Application consultations for DART+ Coastal North, to culminate with the lodgement of a Railway Order Application. Prescribed fee for pre-application consultations has been paid by Electronic Transfer, with reference "DART+ Coastal North" for your account reconciliation.

A soft copy of drawings for the route are available at the following WeTransfer link, as the file size is too large to attach to email. A hard copy of the documentation will issue by post.

<https://we.tl/t-LHzIANWXcZ>

Yours faithfully

**Mark Conroy**

Infrastructure Environmental Manager

Iarnród Éireann, Engineering Building, CIÉ Works, Inchicore, Dublin 8.

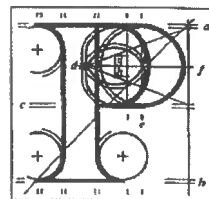
Eircode: D08 K6Y3

☎: +353 1 8585618 📠: +353 87 0565474 ✉: [mark.conroy@irishrail.ie](mailto:mark.conroy@irishrail.ie) 🌐: [www.irishrail.ie](http://www.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.*

Case Number: ABP-311802-21



An  
Bord  
Pleanála

Dublin City Council North  
Planning & Property Development  
Civic Offices  
Block 4, Floor 3  
Wood Quay  
Dublin 8

Date: 29 October 2021

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,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

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

Yours faithfully,

  
Miamh Thornton  
Executive Officer  
Direct Line: 01-8737247

NC02

Tell  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

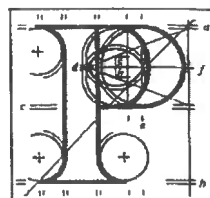
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Email bord@pleanala.ie

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An  
Bord  
Pleanála

Fingal County Council  
Planning and Strategic Infrastructure Department  
County Hall  
Main Street  
Swords  
Co. Dublin  
K67X8Y2

Date: 29 October 2021

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  
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Executive Officer  
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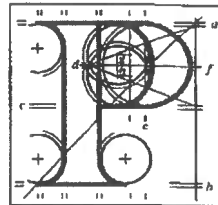
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Iarnrod Eireann  
Engineering and New Works Building  
Inchicore  
Dublin  
Dublin 8

Date: 29 October 2021

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Dear Sir / Madam,

An Bord Pleanála has received your request to enter into pre-application consultations under section 47B of the Transport (Railway Infrastructure) Act, 2001 as amended in respect of the above mentioned proposed development.

Please be advised that the amendments introduced by the Planning and Development (Amendment) Act, 2010 provide for the Board to recover its costs in conducting pre-application consultations. These costs together with costs incurred by the Board in determining any application made to it will be included in the Board's decision. The Board will offset any application fees paid by the applicant against its costs.

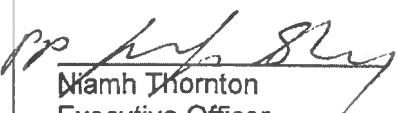
Further advice or details in relation to the above will be provided by the Board at pre-application consultation meetings (if held).

The Board will revert to you in due course in respect of the request.

If you have any queries in the meantime please contact the undersigned office of the Board.

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

Yours faithfully,

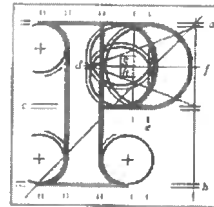
  
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Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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**Our Case Number:** ABP-311802-21



**An  
Bord  
Pleanála**

Louth County Council  
County Hall  
Millennium Centre  
Dundalk  
Co. Louth

**Date:** 02 December 2021

**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  
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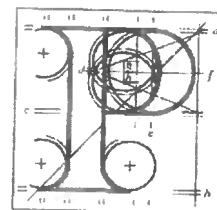
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An  
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Iamrod Eireann  
Engineering and New Works Building  
Inchicore  
Dublin  
Dublin 8

Date: 02 December 2021

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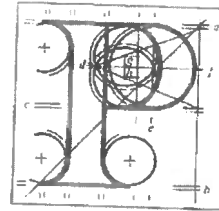
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An  
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Fingal County Council  
Planning and Strategic Infrastructure Department  
County Hall  
Main Street  
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Co. Dublin  
K67X8Y2

Date: 02 December 2021

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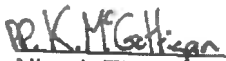
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Direct Line: 01-8737247

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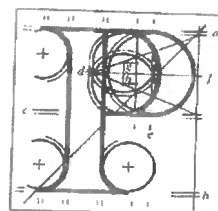
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Our Case Number: ABP-311802-21



An  
Bord  
Pleanála

Dublin City Council North  
Planning & Property Development  
Civic Offices  
Block 4, Floor 3  
Wood Quay  
Dublin 8

Date: 02 December 2021

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  
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Executive Officer  
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NC02

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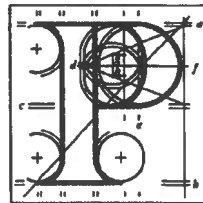
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**Our Case Number: ABP-311802-21**



**An  
Bord  
Pleanála**

Iarnrod Eireann  
Engineering and New Works Building  
Inchicore  
Dublin  
Dublin 8

**Date: 25 January 2022**

**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 meeting of the 20th January, 2022.

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.

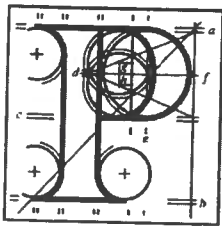
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Executive Officer  
Direct Line: 01-8737247

PC07

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<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



**An  
Bord  
Pleanála**

## **Record of Meeting ABP-311802-21 1<sup>st</sup> 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>	1 <sup>st</sup>		
<b>Date</b>	20/01/22	<b>Start Time</b>	11.00 a.m.
<b>Location</b>	MS Teams	<b>End Time</b>	12.15 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

The meeting commenced at 11.00 a.m.

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on 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 brief overview of the current Iarnród Éireann network and the DART+ programme. The current network comprises of four principal lines. The Northern Line is the focus of this pre-application consultation as it includes the proposed DART+ Coastal North line.

The current DART network extends from Malahide/Howth to Greystones to along 50km of railway corridor. The DART+ Programme aims to increase the extent of electrification to 150km. The DART+ Programme comprises the following projects:

- Maynooth/M3 Parkway on the Sligo Line (DART+ West)
- Hazelhatch (Celbridge) on the Kildare Line (DART+ South West)
- Battery Electric Multiple Units (BEMU) charging infrastructure at Drogheda
- **Drogheda on Northern Line (DART+ Coastal North)**
- Greystones on the Southeast Line (DART+ Coastal South)

The projects are standalone and can be commenced individually but will tie into a fully integrated system.

The prospective applicant mentioned the Battery Electric Multiple Units briefly, clarifying that this is a standalone project which would allow enhanced service on the Northern line prior to electrification. A battery charging station is proposed at Drogheda and planning permission for this would be sought from the local planning authority.

The prospective applicant gave an overview of the proposed development comprising:

- The extension of existing 1500V DC electrification, from Dublin City Centre which currently terminates at Malahide, as far as Drogheda MacBride Station;
- 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 the provision of 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;

- Upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line;
- Undertaking bridge improvements/modifications, 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; and
- Ancillary civils, drainage and power work to cater for the changes.

The proposed project aims to improve performance and increase train frequencies and reliability throughout the day and especially during the AM and PM peaks, alleviate road congestion and encourage sustainable transport choices.

The prospective applicant stated that the proposed project is supported by National and Regional Policy, and by the relevant County Development Plans and Local Area Plans.

The prospective applicant used a 2-stage assessment methodology for option selection. Stage 1 assessed a long list of options against engineering, economic and environmental criteria and produced a shorter list based on feasibility to meet project objectives. Stage 2 was a detailed, multi-disciplinary, comparative analysis of the feasible options assessed against six appraisal criteria – economy, safety, environment, accessibility, social inclusion, integration and physical activity.

This assessment has led to the determination of a 'Emerging Preferred Option' as described above.

These works were further elaborated upon as follows:

- General linear works to facilitate electrification – This will include signalling, telecommunications and electrification. Upgrades to the telecommunications systems will be required route wide with signalling upgrades and additional signalling required between Malahide and Drogheda and minor changes to signalling between East Wall Junction (Tolka River) and Malahide. Extension of electrification from Malahide to Drogheda will be provided. Similar overhead

lines to those currently used on the DART lines will be used. Eight new electrical substations will be required along the railway line. An existing level crossing (XB001) will be closed. Options are being considered where necessary electrical height clearances are not available at overbridges including electrical solutions with reduced clearance, lowering the rail track under the bridge, modification of the existing structure; removal of the existing structure or a combination of these. OHLE to be fixed and require localised modifications to underbridges/viaducts at Malahide Viaduct, Rogerstown Viaduct, Balbriggan Viaduct and Laytown Viaduct. Modifications to existing overbridge parapets. Interfaces with utilities, boundaries, drainage works and ancillary works along the line.

- Works around Drogheda MacBride Station, which includes protected structures – Construction of a new platform on the Drogheda Freight Siding. This platform will extend over the R132 Dublin Road Underbridge (UBK1) necessitating widening of the bridge. At-grade access will be provided between the two platforms and direct access to the new platform will be provided from the car park. The existing Drogheda freight siding and a new stabling track located adjacent the depot will be utilised to provide additional train stabling at Drogheda MacBride Station.
- Works around Malahide Station – Introduction of a new turn back facility immediately north of the station. This will require widening of the railway corridor and embankment on its eastern side, including new retaining wall, and new OHLE and signalling installations, as well as modifications to the existing systems.
- Works around Clongriffin Station – Introduction of a new loop to serve a platform to the east of the station. The original station design anticipated this construction requirement and as such, it will have minimal impact on the station building/existing infrastructure. Modifications to track alignment to the south of the station, new OHLE and signalling installations and modification to existing systems.



- Works around Howth Junction & Donaghmede Station and the Howth Branch- Construction of an extension to 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 to the east of the existing station platforms. Alterations and modifications to existing OHLE, signalling and telecoms systems. Station facility improvements. These proposed changes will facilitate the introduction of a shuttle service between Howth and Howth Junction & Donaghmede.

Further assessment will be carried out of the level crossings along the Howth branch line to establish feasibility of keeping the crossings

- Regarding depot works, some localised works will be required at Drogheda, Fairview and Connolly Depots to facilitate the change in rolling stock and the depot at Drogheda MacBride Station will be electrified with OHLE.

Other project requirements which have yet to be assessed fully will include substation locations, temporary utility diversions, construction compound locations and land acquisitions.

The prospective applicant noted a number of construction principles of the project. The objective is to maintain passenger services during the day, meaning that night-time works will be required during construction. Construction compounds, site access and material storage will be incorporated into the design.

The prospective applicant gave an overview of the technical engagement to date. Briefings were held with the relevant local authorities between October and December, 2021 and further meetings are scheduled. Prescribed and other bodies were written to in September 2021 and stakeholder meetings have been held with the NTA, ESB, Irish Water and others. Public consultation No. 1 is due to commence in February, 2022 with a further public consultation scheduled for August, 2022.

The prospective applicant intends to submit the application to An Bord Pleanála in Spring, 2023. A possible schedule of pre-application consultations with the Board has been prepared.

#### **Discussion:**

Regarding the Howth to Howth Junction & Donaghmede line, the Board's representatives queried whether this would be exclusively a shuttle service or whether it would also allow for through trains. The prospective applicant clarified that the infrastructure is being designed to enable both. The intention is to focus on a shuttle service during peak hours, but this will be a final operational decision.

The prospective applicant clarified that engagement is ongoing with the local authority regarding traffic issues in relation to the level crossings along the Howth branch line and revised barrier opening times.

The Board's representatives raised issues regarding the signalling system in the city centre with the prospective applicant stating that the signalling system will be designed to support the increase in capacity.

The prospective applicant clarified that the city centre capacity was being delivered by the DART+ West project and works at Connolly station.

The Board's representatives advised that the prospective applicant be clear in their application as to any cumulative and in-combination affects from the other DART+ proposed developments and any dependencies between these projects.

Based on the proposed timeline for application the Board's representatives queried the status of ecological surveys, including wintering bird surveys. It was confirmed that survey work has already commenced and is on going.

#### **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 12.15 p.m.

 25/1/22

**Ciara Kellett**

**Assistant Director of Planning**

# DART+ Coastal North

An Bord Pleanála  
Pre-Application Meeting No.1

20.01.2022



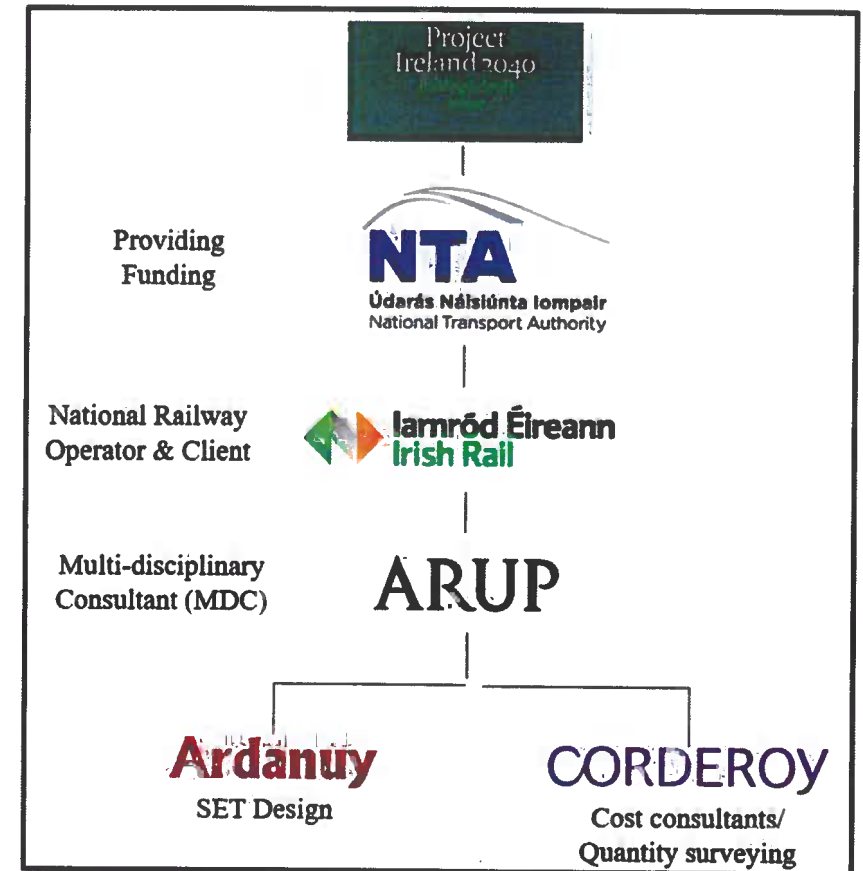
# DART+ Coastal North Team

## Iarnród Éireann

- Colm Reynolds, DART+ Programme Director
- Rita Monaghan, CIE Solicitor
- Paul Wilcock, Programme Manager DART+ Coastal North
- Mark Conroy, EIA and RO Manager
- Kevin Brennan, Project Manager
- Laura Carolan, EIA Project Manager

## MDC Team

- Gillian Sisk – Project Manager
- Gemma James – Assistant Project Manager
- Clodagh O'Donovan – RO Lead





# DART+ Coastal North Presentation Agenda



# Agenda

- Introduction to Iarnród Éireann
- DART+ Programme;
- DART+ Coastal North Project Description;
- DART+ Coastal North Option Selection Process
- DART+ Coastal North Project Phases/Programme
- DART+ Coastal North Engagement and Proposed Schedule of PAC Meetings
- DART+ Coastal North Conclusions
- Questions & AOB.



# DART+ Coastal North

Introduction to Iarnród Éireann

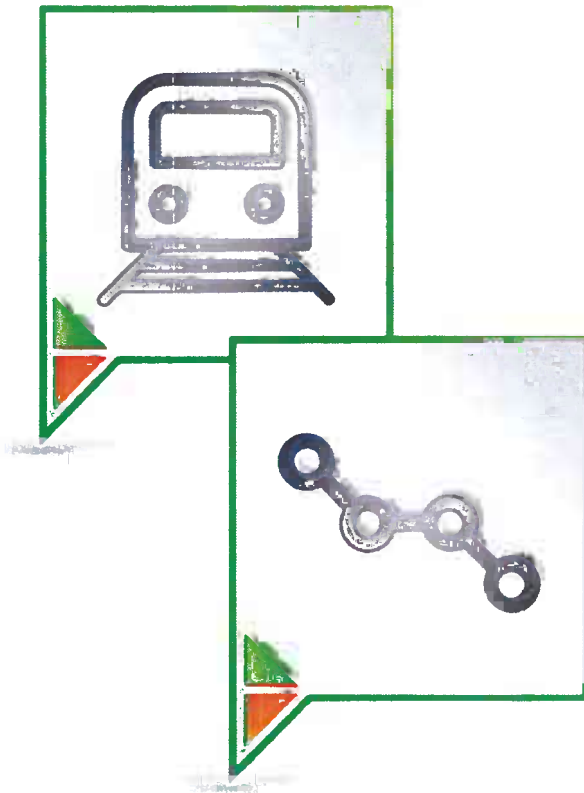


# Current Iarnród Éireann Network

- **Northern Line** - Dublin City Centre
  - Belfast Intercity
  - Dundalk/Drogheda Commuter
  - Malahide/Howth Northern DART
- **Sligo Line** - Dublin City Centre
  - Sligo Intercity
  - Longford, Maynooth & M3 Parkway Commuter
- **Cork Mainline** - Dublin City Centre
  - Cork, Limerick, Galway, Waterford, Tralee, Westport Intercity
  - Portlaoise, Portarlington, Kildare Newbridge, Carlow, Hazelhatch Heuston/Grand Canal Dock Commuter
- **South East Line** – Dublin City Centre
  - Rosslare/Wexford Intercity
  - Gorey, Arklow Commuter
  - Greystones/Bray Southern DART



# Iarnród Éireann Services

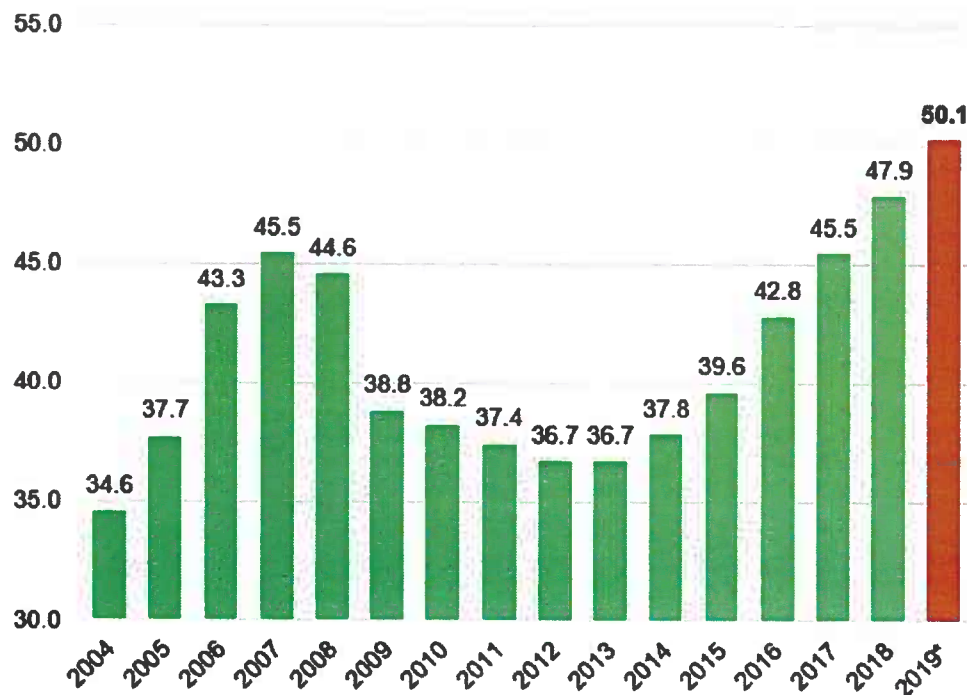


Weekly Services	
4,915 Train Services	923,000 Passengers Carried
629 Carriages in IE Fleet	145 Countrywide Stations
2,200 kms in IE Network (of which 50 km is electrified)	348,000 kms Travelled
>4,000 Employees	

*DART  
all in use &  
as spare*

# 2019 Iarnród Éireann Passenger Demand (Pre-Covid)

Passenger journeys (millions)



Journeys (m)	2017	2018	2019
Intercity	11.4m	12.4m	+7.8%
Commuter	14.0m	14.6m	+6.0%
DART	20.1m	20.9m	+4.3%
<b>TOTAL</b>	<b>45.5m</b>	<b>47.9m</b>	<b>50.1m</b>

Future growth will be considered as part of the design process to account for potential changes in public transport behaviour arising from, amongst other factors, Covid-19.

*(IE are currently liaising with National Transport Authority on this matter)*



# DART+ Programme

# Iarnród Éireann's Vision to support Project Ireland 2040

2019	NDP 2027	Rail Vision 2040
50m+ passengers	75m+ passengers	100m+ passengers
<ul style="list-style-type: none"> <li>DART 10-minute service</li> <li>Off-peak and weekend commuter enhancement</li> </ul>	<ul style="list-style-type: none"> <li>DART+ Programme fleet procurement 300 additional carriages</li> <li>DART+ Programme Infrastructure Projects                             <ul style="list-style-type: none"> <li>Maynooth Line</li> <li>Kildare Line</li> <li>Coastal Line (Northern &amp; Southern)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Complete DART+ Programme, as per Transport Strategy for Greater Dublin Area and potential extension of electrification</li> </ul>



# What is the DART+ Programme?

- A transformative railway investment programme;
- Modernise and improve the existing rail services in the Greater Dublin Area;
- Provide a sustainable, electrified, reliable, more frequent rail service with improved capacity;
- Required to facilitate increased train capacity to meet current and future demands which will be achieved through a modernisation of the existing railway corridors;
- It will also contribute to Ireland's transition to a low carbon and climate resilient society.



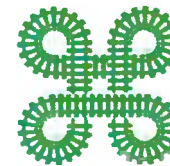
**Increased passenger capacity  
for a quality alternative to  
private car transport**



### Rail improvement programme to modernise the existing network



**Purchasing additional  
DART style trains to support improved  
capacity and frequency**



### Integration of all heavy rail lines



### Additional fleet of electric trains allowing for a reduction in CO<sub>2</sub> emissions



**Significantly increase  
train frequencies, especially  
during peak hours**



### Help to alleviate road congestion



**Integration with the existing and future public transport network - BusConnects, Luas and MetroLink**



# DART+ Programme – Objectives

The primary objective of the DART+ Programme is to **support urban compact growth and contribute to the reduction of transport congestion and emissions** in Dublin by enabling **modernised high-quality commuter rail services** between Dublin City Centre and the areas of Drogheda, Maynooth, Dunboyne, Celbridge and Greystones. This is aimed at providing a **safe, sustainable, efficient, integrated, and accessible public transport service** along these corridors.



# DART+ Programme Objectives

**Sub-objectives** of the DART+ Programme include:

- Cater for existing heavy rail travel demand and **improve customer services** along established rail corridors in the GDA through the provision of 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 the provision of **improved inter-rail and inter-modal connectivity** and integration with other public transport services.
- **Enable further urban compact growth** along existing rail corridors, unlock regeneration opportunities and more effective use of land in the GDA, for present and future generations.
- Deliver an efficient, sustainable, low carbon and climate resilient heavy rail network, which contributes to a **reduction in congestion** on the road network in the GDA and which supports the advancement of Ireland's **transition to a lower emissions transport system** and the **delivery of Ireland's emission reduction targets**.
- **Provide a higher standard of customer experience**, including the provision of clean, safe, quiet, modern vehicles and a reliable and punctual service with regulated and integrated fares.



# Why investment in the DART+ Programme is needed

## Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in Greater Dublin Area.
- DART trains are more sustainable and cleaner than current diesel trains.

## Achieve Climate Change Targets

- Will help reduce the transport sector greenhouse gas emissions which continue to rise.
- Supporting the Government's Climate Action Plan.



## Supporting Economic and Population Growth

- Congestion in Greater Dublin Area is increasing.
- Cost of Time Lost in the Dublin Region is ~ €350million/annum and forecast to rise to €2,000million/annum by 2033.
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions.

## Integration of Land-use & Transport Planning

- Co-ordination and integration of spatial planning with rail transport.
- Supporting compact growth and increased densities in the Greater Dublin Area.
- Supports the implementation of the Project Ireland 2040 and the National Planning Framework.

## Facilitates Integration with other modes of transport

- Improves integration of rail services with active modes of travel (walking and cycling).
- Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, proposed MetroLink and Dublin Bikes.



# DART+ Programme - Supporting Sustainable Development



## 3 Pillars of Sustainability



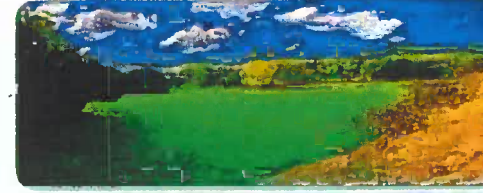
### Economy (National & Regional)

- Permits high density development
- Access to employers and employees
- Access to markets and services



### Society

- Improvements to quality of life in terms of employment choices and lifestyle choice
- Integrated mass public transport network

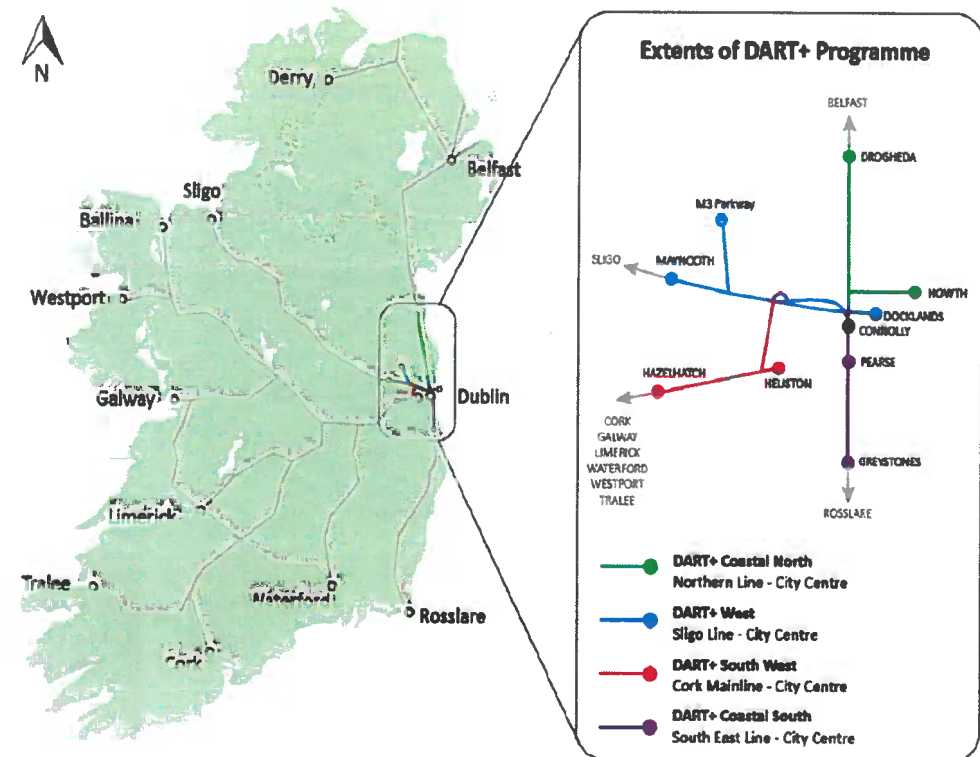


### Environment

- Reduced carbon emissions
- Reduce heavy road congestion
- Free up city centre space currently used for all-day car parking

# DART+ Programme - Geographical Extents

- Current DART network extends from Malahide/Howth to Greystones along 50km railway corridor;
- DART+ Programme will increase the extent of electrification to 150km of railway corridor;
- DART+ Programme extends to:
  - Maynooth/M3 Parkway on the Sligo Line (DART+ West)
  - Hazelhatch (Celbridge) on the Kildare Line (DART+ South West)
  - Battery Electric Multiple Units (BEMU) charging infrastructure at Drogheda
  - **Drogheda on Northern Line (DART+ Coastal North)**
  - Greystones on the Southeast Line (DART+ Coastal South)
- DART+ Programme will increase the frequency of services on the network and will provide high capacity trainsets.



# DART+ Programme - Delivery Strategy

- The DART+ Programme is being delivered under four infrastructural projects which will individually make Railway Order Applications, in addition to new rolling stock procurement;
- Delivery of DART+ Programme through individual projects level will enable phased and progressive delivery commensurate with available funding;
- Each project will deliver infrastructural and capacity improvements on the specific line and operational capacity at a network level;
- Each project, while standalone, will tie in to the existing railway network;
- Each project will be accompanied by an Environmental Impact Assessment Report, which will assess the specific impacts of the individual project, but will also assess the cumulative impacts of the other DART+ Programme projects together with those other relevant projects, such as those listed in the National Development Plan (2018 2027) and the Transport Strategy for the GDA 2016-2035 (& Draft Transport Strategy 2022-2042);
- Subject to approval of Railway Order, each project can be advanced sequentially or in parallel to construction stage.



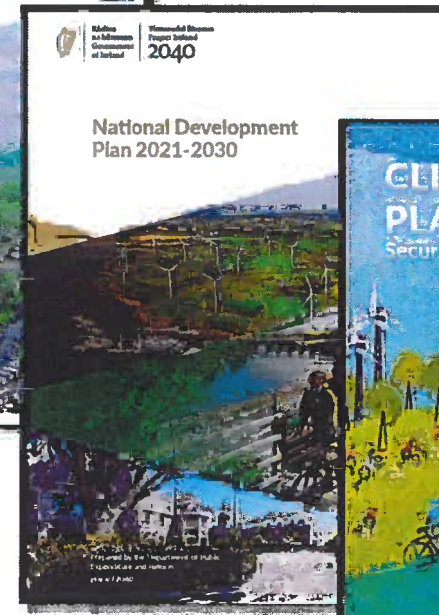
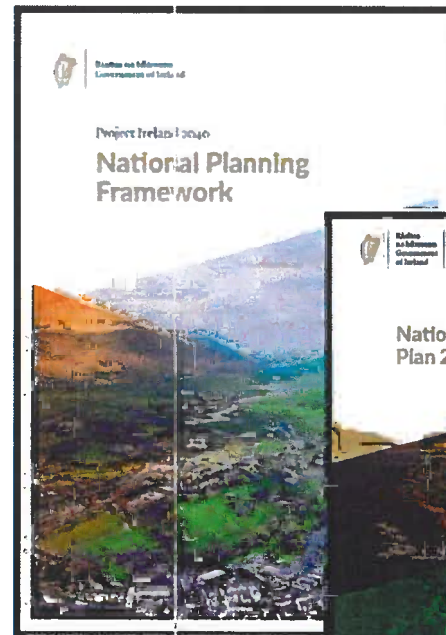
# National Planning Policy

The DART+ Programme is a key deliverable of National planning policy and boosts a number of National Strategic Outcomes of the National Planning Framework and Priorities of the National Development Plan (2021-2030)

## Relevant National Strategic Outcomes:

- NSO 1 – Compact Growth
- NSO 4 – Sustainable Mobility
- NSO 8 – Transition to a Low Carbon and Climate Resilient Society

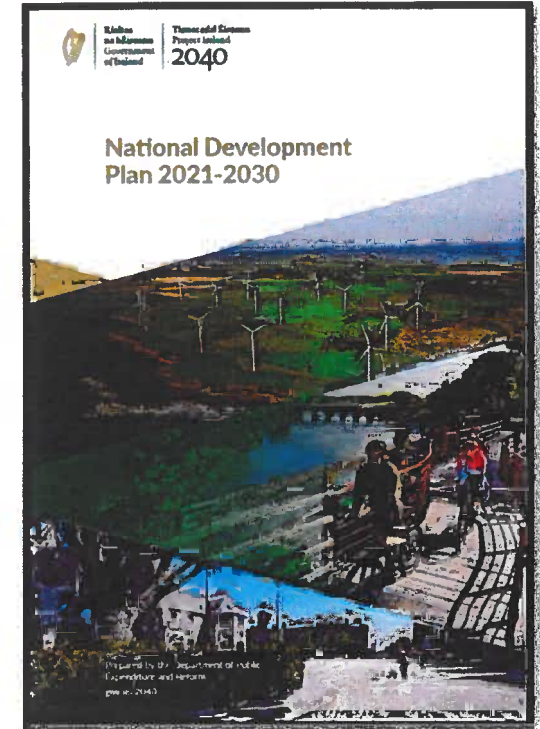
*“Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or **improved sustainable transport links...**”*



# National Planning Policy

## National Development Plan 2021-2030

- “**infrastructure, in particular increased investment in public and sustainable transport and supporting amenities**, can act as crucial growth drivers. This can play a crucial role in creating more attractive places for people to live and work in”
- “A **transport-led housing development** approach will allow for the emergence of sustainable and well-connected communities ... and good quality public transport is available to facilitate longer journeys into the major urban centres. Urban, compact growth will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities”
- “... investment in the **DART+ programme will address some of the constraints on the Dublin City Centre rail network** and provide for additional services for intercity rail services”
- DART+ Programme is included under “Strategic Investment **Priorities**”
- “Delivering priority public transport programmes including ... DART+ Expansion ... so that increased transport demand is met by **greener public transport.**”





# Regional Spatial and Economic Strategy

## Regional Policy Objective 5.2:

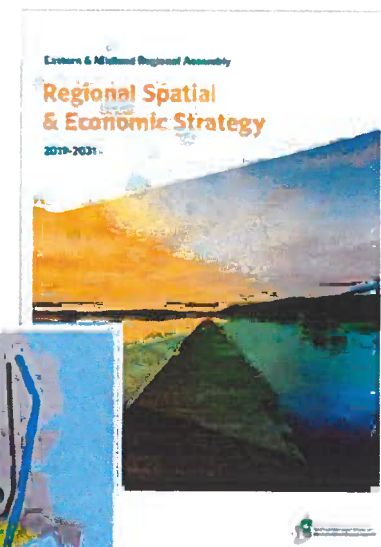
*“Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes .....*”

## Guiding Principles for the growth of the Dublin Metropolitan Area:

*“To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘BusConnects’, DART expansion and LUAS extension programmes.....”*

The RSES Metropolitan Area Strategy identifies a **Strategic Development Corridor**, North – South Corridor (DART expansion), and notes the role that the DART expansion project plays in this regard.

*“The DART Expansion Programme, to be delivered by 2027 will increase capacity on the northern commuter line and support ongoing large-scale urban expansion of the North Fringe lands and Donabate”.*



# Transport Strategy for the GDA 2016-2035 (& Draft Transport Strategy 2022-2042)

The National Planning Framework highlighted that the delivery of key rail projects identified in the Transport Strategy for GDA are a key future growth enabler for Dublin. The delivery of the DART+ Programme forms a vital component of the overall rail strategy for the GDA in both the current and draft strategies.

Iarnród Éireann is progressing all key projects in the Transport Strategy:

- Reopened the Phoenix Park Tunnel Link, with operational passenger services;
- City Centre Re-signalling programme completed;
- Construction of a station at Pelletstown (Maynooth Line) completed and opened in September 2021;
- Finalising design for a station at Woodbrook (Southern DART Line);
- Commenced construction on a new train control centre in 2020;
- Continue programme of station upgrade and enhancements as part of the accessibility programme; and
- **Commenced delivery of the DART+ Programme**

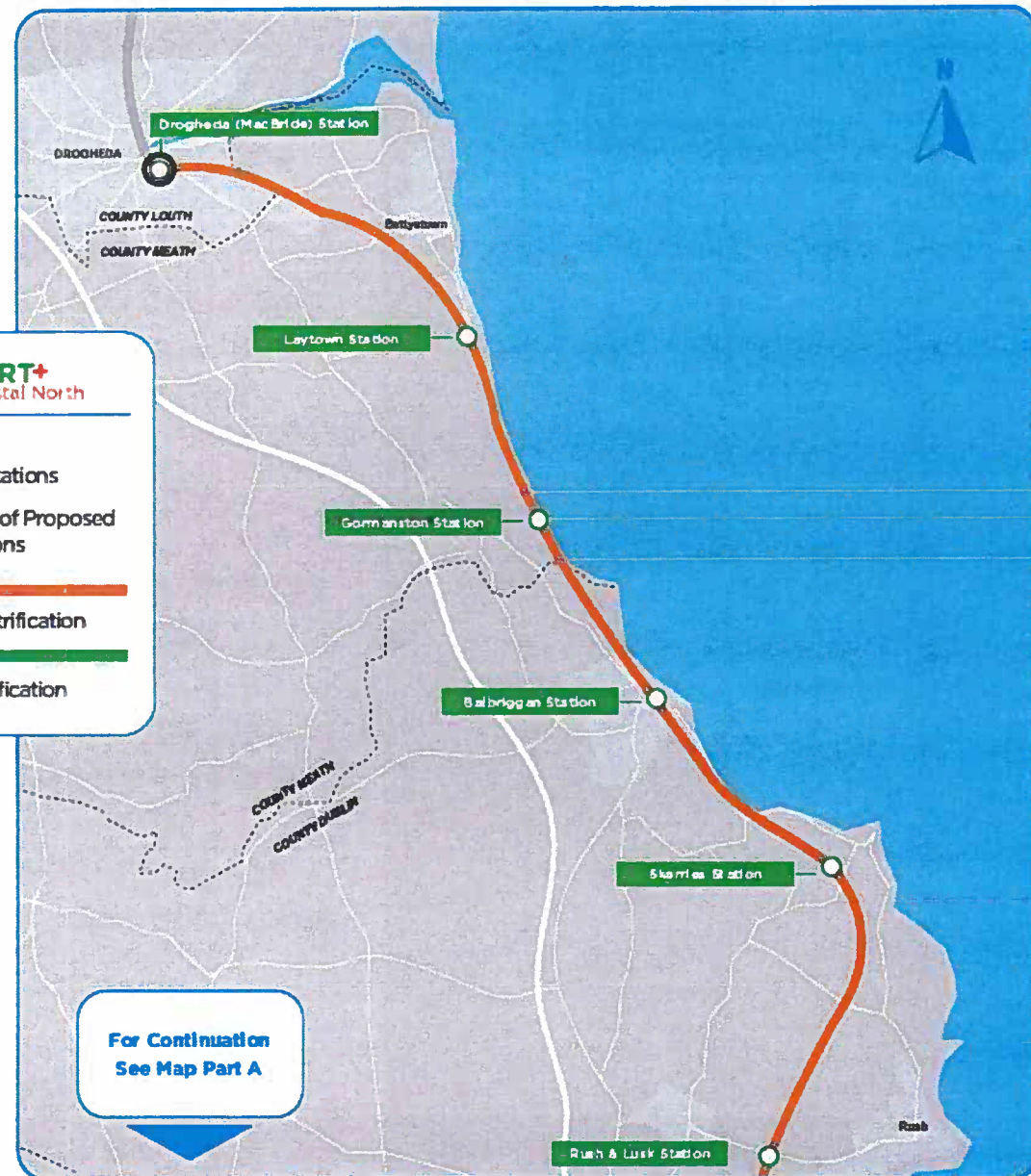




# DART+ Coastal North Project Description







**DART+**  
Coastal North

- Existing Stations
- Locations of Proposed Interventions

Proposed Electrification

Existing Electrification



# DART+ Coastal North Overview

## Project Specific Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.



# DART+ Coastal North Overview

## Project Specific Objectives

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# DART+ Coastal North Overview

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- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.



# DART+ Coastal North Overview - Project Features

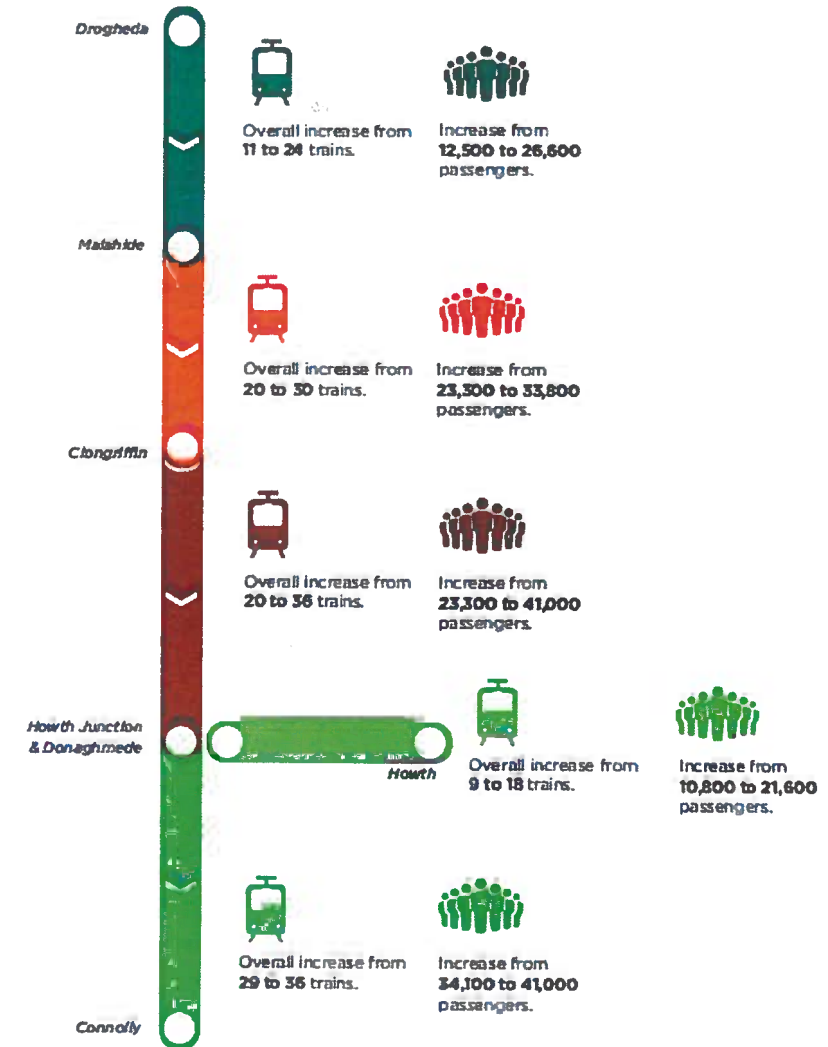
- Extension of existing 1500V DC electrification, which currently terminates at Malahide, as far as Drogheda MacBride Station (approximately 37km);
- Reconfiguration of the existing track layout and associated infrastructure in the vicinity of Drogheda MacBride Station, Malahide Station, Clongriffin Station and Howth Junction & Donaghmede Station, as well as the provision of 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;
- Undertaking upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line;
- Undertaking 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 to cater for the changes.



# DART+ Coastal North

- Extended electrified network
- Increased passenger capacity and enhanced train service
- Improved performance and increased train frequencies in the AM and PM peak travel periods
- Shuttle service along the Howth Branch

Planned increase in train frequency and passenger capacity for the 3-hour AM peak period for inbound/southbound services to Dublin City Centre.



# DART+ Coastal North

## Benefits

- Increase peak passenger capacity and increased train frequency between Dublin City Centre and Drogheda MacBride Station - inclusive of the Howth Branch – facilitating frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education and leisure purposes.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.
- Help to alleviate road congestion.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.
- Improve journey time reliability.



# DART+ Coastal North Overview

## Policy Context

- Supported by National and Regional policy as previously discussed in section on DART+ Programme;
- Supported by County Development Plans & Local Area Plans;
  - Dublin City Council;
    - Dublin City Development Plan (2016-2022 & Draft 2022-2028)
  - Fingal County Council;
    - Fingal Development Plan (2017-2023 & Draft 2023-2029)
  - Meath County Council;
    - Meath County Development Plan (2021-2027)
    - East Meath LAP
  - Louth County Council.
    - Louth County Development Plan (2021-2027)
    - South Drogheda LAP
- Local Authorities Consulted with to discuss implications of DART+ Coastal North on Jurisdictions.





# DART+ Coastal North Option Selection Process

# DART+ Coastal North – Option Selection Process

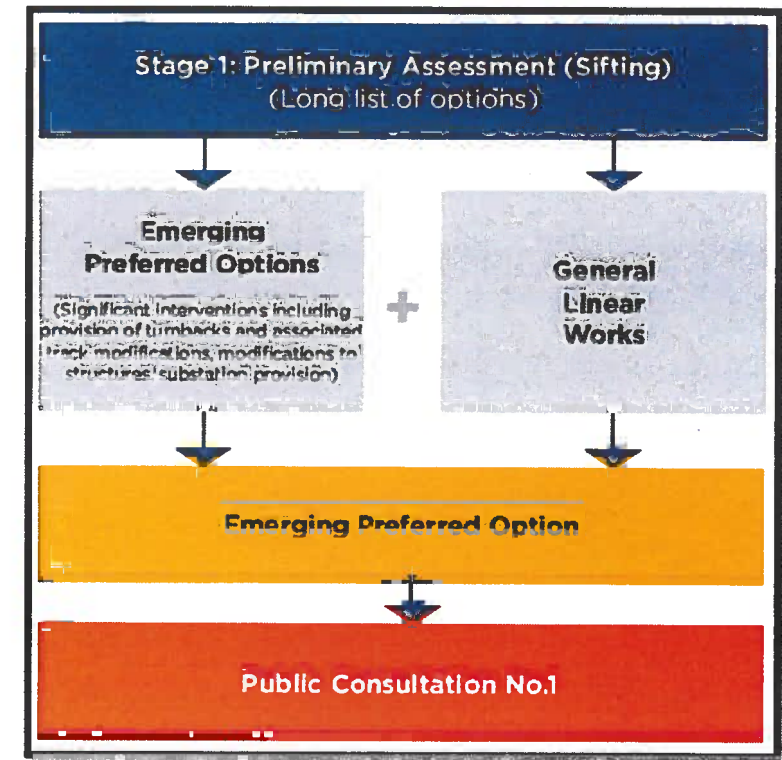
## Assessment Methodology

### Stage 1 – Preliminary Assessment (sifting process)

- Assessment of a long list of options against engineering, economic and environmental criteria;
- Evaluation of the 'feasibility' of each option to meet the project objectives / requirements;
- Options filtered to a shorter list of feasible options brought forward to Stage 2.

### Stage 2 – The Multi-Criteria Analysis

- Detailed, multidisciplinary, comparative analysis of the feasible options from Stage 1 assessment;
- This structured process evaluates a number of different options and is based on 'Guidelines on a Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport March 2016 (updated October 2021);
  - Options have been assessed against the six appraisal criteria - economy, safety, environment, accessibility and social inclusion, integration and physical activity.





# DART+ Coastal North

## 'Emerging Preferred Option (EPO)' Overview

The process to determine the 'Emerging Preferred Option' has been based on a structured optioneering process involving:

**Stage 1 – Preliminary Assessment of Options** (sifting / removal of options that did not meet the project objectives and requirements), followed by:

**Stage 2 – Multi-Criteria Analysis** of short-listed options.

The Emerging Preferred Option end-to-end for the project can best be described as follows:

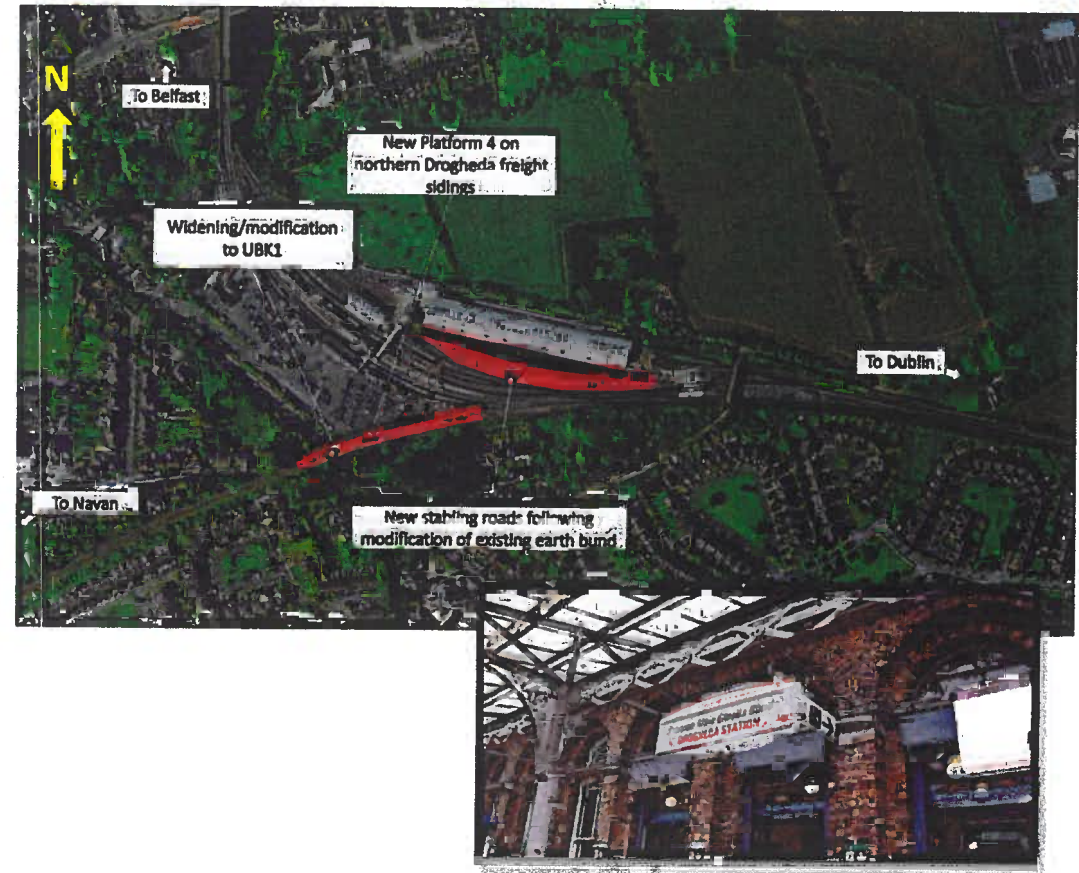
- General linear works to facilitate electrification;
- Works around Drogheda MacBride Station;
- Works around Malahide Station;
- Works around Clongriffin Station;
- Works around Howth Junction & Donaghmede Station and the Howth Branch.



# DART+ Coastal North – EPO

## Works around Drogheda MacBride Station

- The Emerging Preferred Option is to construct a new platform on the Drogheda Freight Siding.
  - Platform will extend over the R132 Dublin Road Underbridge (UBK1) necessitating widening of the bridge.
  - At-grade access will be provided between the new platform and the existing Platform 1
  - Direct access to the new platform from the car park will be provided.
- The existing Drogheda freight siding and a new stabling track located adjacent the depot will be utilised to provide additional train stabling at Drogheda MacBride Station.
- The new stabling track will require works to the existing landscape bund.

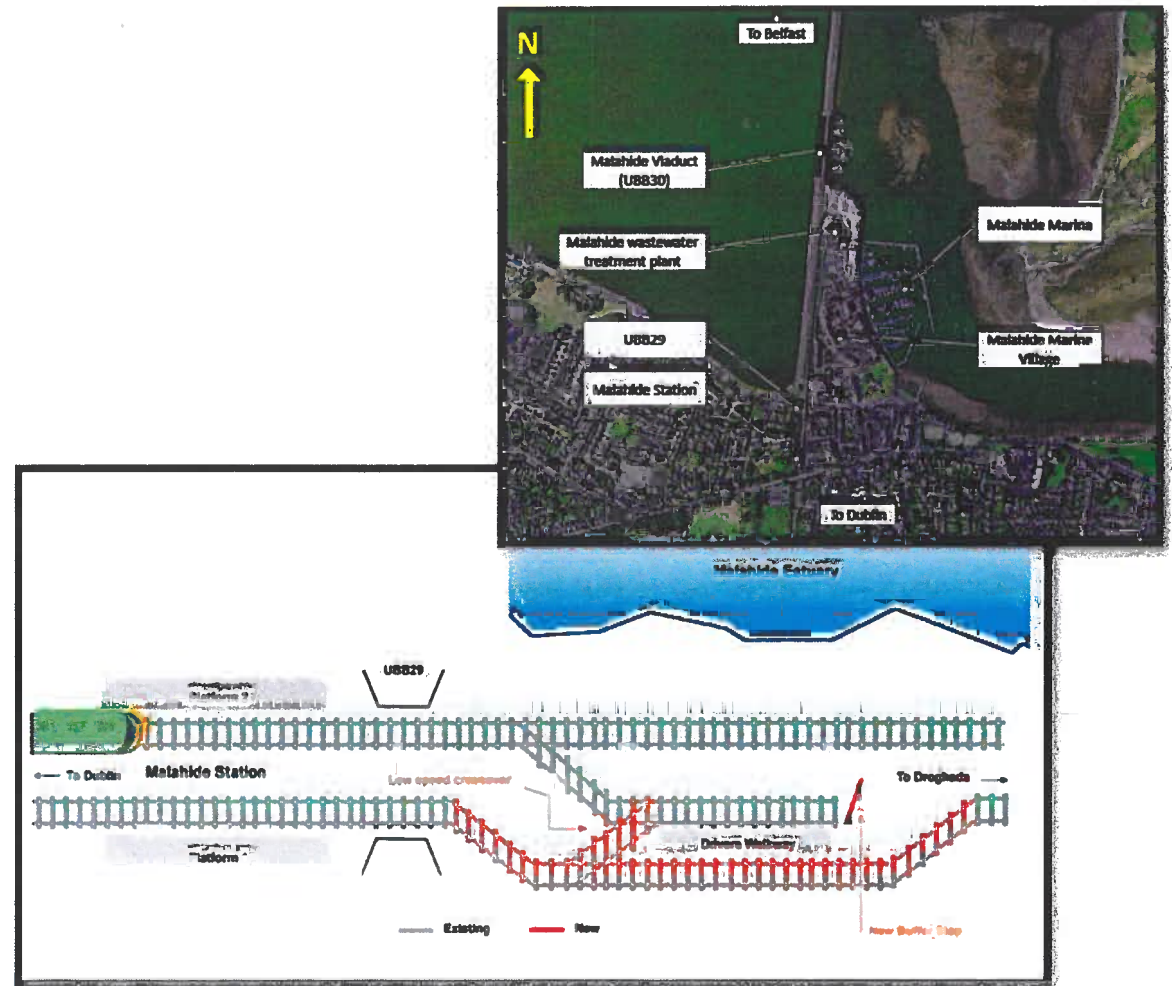




# DART+ Coastal North – EPO

## Works around Malahide Station

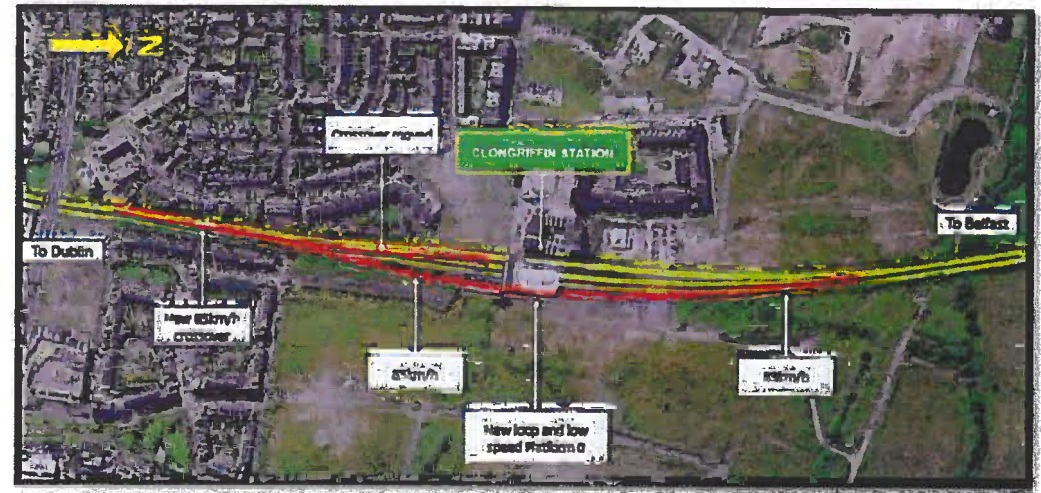
- The emerging preferred option is to introduce a turn back facility immediately north of Malahide Station;
- Requires the widening of the railway corridor and the existing embankment on which it is situated;
  - Widening will be carried out on the eastern side of the embankment;
  - Widening over approx. 500m length.
- New infrastructure will allow for a greater number of services to be turned back at Malahide and return to Dublin;
- New OHLE and signalling installations, as well as modifications to the existing systems, will be required.



# DART+ Coastal North – EPO

## Works around Clongriffin Station

- The emerging preferred option is to introduce a new loop to serve a platform to the east side of Clongriffin station.
- The original station design anticipated this construction requirement and therefore it will have minimal impact on the station building/existing infrastructure associated with the station.
- Modifications will be made to the track alignment to the 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, as well as modifications to the existing systems, will be required.





# DART+ Coastal North – EPO

## Works around Howth Junction & Donaghmede Station

- The works around Howth Junction and Donaghmede Station are essential to facilitate the increase in train services by allowing trains to be turned back clear of continuing services on separate tracks.
- The emerging preferred option includes 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 will be made to include a new crossover to the east of the existing station platforms.
- Alterations and modifications to existing OHLE, signalling and telecoms systems will also be required.
- Station facilities, such as shelters, will be improved for the increase in interchanging passengers.



# DART+ Coastal North – EPO

## Howth Branch Level Crossings



- The proposed changes to the Howth Branch will see the introduction of infrastructure to enable a shuttle service at regular intervals between Howth and Howth Junction & Donaghmede Stations.
- Initial assessment of the four existing level crossings along the Howth Branch line has indicated that these level crossings can continue to operate while still providing a more efficient service overall
- Further survey and traffic data will be collected to validate the model and assumptions, and this information will be used to establish if the proposal to keep the level crossings in operation is feasible or if more significant interventions are required at the crossings.



# DART+ Coastal North – EPO

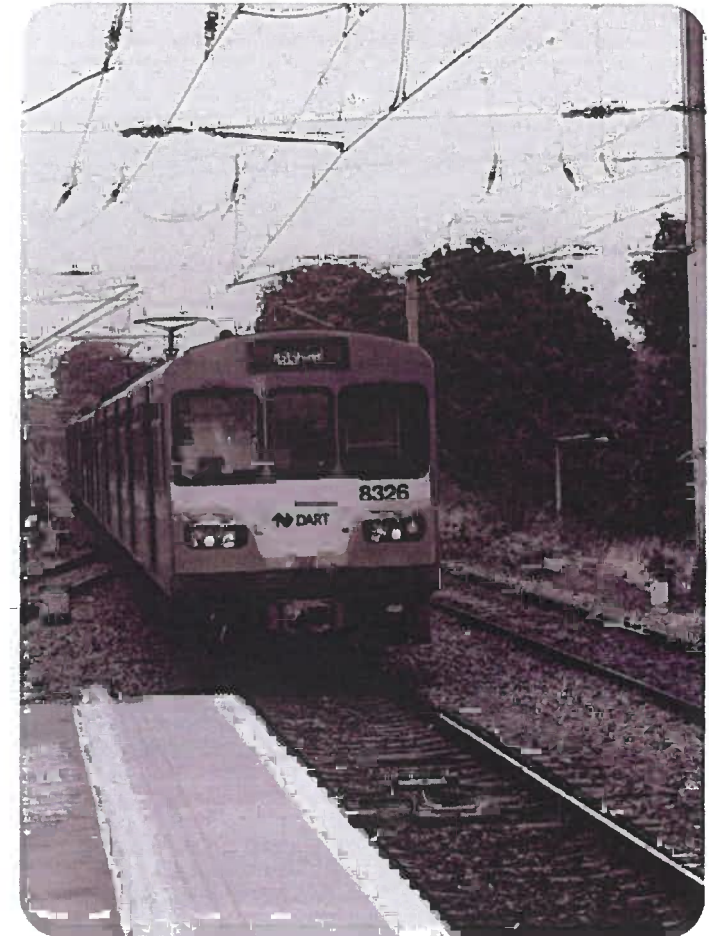
## Depot Works

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



# DART+ Coastal North – Other Project Requirements

- Not all design detail or construction related detail is known at this time and is not included in PC1.
- This is due to the project remaining in the early stages of the design where concepts and optioneering are being developed. Further assessments required into factors such as:
  - substation locations;
  - construction compounds locations;
  - temporary staging requirements;
  - temporary utility diversions;
  - Permanent and/or temporary 3<sup>rd</sup> party land acquisitions;
  - construction access requirements; and,
  - other elements (with a spatial footprint within or outside of the existing rail corridor).



# DART+ Coastal North Overview

## Construction Principles

### Construction Phasing / Staging / Logistics

- Objective to maintain passenger services during DART+ construction
- Night time works will be required during construction
- Construction compounds, site access and material storage will be incorporated into design.





# DART+ Coastal North Project Phases / Programme



# 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

### Major Milestones

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

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Autumn 2022 - Commence Public Consultation No.2 on Preferred Option;
- Winter 2022 - Design freeze & planning submission preparation;
- Spring 2023 - Submit Railway Order Application to An Bord Pleanála
- Summer 2023 - Obtain Railway Order
- Spring 2024 - Award Construction Contracts
- Spring 2027 - Complete Construction and Initiate Testing & Commissioning
- Autumn 2028 - Complete Testing & Commissioning



# DART+ Coastal North Engagement and Proposed Schedule of PAC Meetings



# DART+ Coastal North

## Technical Engagement To Date

- Series of Project introductions and briefings held with local authorities between Oct – Dec 2021. Department leads and representatives from DCC, FCC, MCC and LCC engaged with.
  - Information and discussions have informed option development and MCA assessment criteria.
  - Issues highlighted have been captured for consideration by the Project Team.
- New series of focused meetings currently being set up with LAs - Departments of Strategic Planning, Transport Planning, Conservation & Cultural heritage seen as key engagements.
- Other stakeholder meetings include: NTA, ESB, Irish Water, Utility Companies etc.
- Prescribed and other bodies written to September of 2021.
- PAC meetings with ABP commence January 2022.
- Public Consultation No. 1 (PC1) to include engagement with property owners (generally and survey related)

Stakeholder / Local Authority	Topic of Meeting	Date of Meeting
NTA	Approach to Optioneering	2021.08.05
Fingal CC	Initial Introduction to Select Group	2021.09.21
Dublin CC	Initial Introduction to Select DCC Group	2021.10.07
Fingal CC	Detailed Introduction to wider FCC Group	2021.10.08
ESB	Monthly Meetings Regarding DART+ Programme	2021.10.08
Fingal CC	Broadmeadows Greenway - Initial Discussion	2021.10.12
Irish Water	Malahide Wastewater Treatment Plant Access	2021.10.27
Dublin CC	Detailed Introduction to Wider DCC Group	2021.10.21
ESB	Monthly Meetings Regarding DART+ Programme	2021.11.02
Meath CC	Detailed Introduction to Select MCC Group	2021.11.03
Fingal CC	Broadmeadows Greenway - Follow up Focused Meeting	2021.11.09
NTA	Approach to Public Consultation #1	2021.11.18
ESB	Monthly Meetings Regarding DART+ Programme	2021.11.29
Fingal CC	Howth Branch & Level Crossings - Focused Discussion	2021.12.03
Louth CC	Detailed Introduction to Select LCC Group	2021.12.09
ESB	Monthly Meetings Regarding DART+ Programme	2021.12.14
NTA	Presentation of Emerging Preferred Option	2021.12.17

# DART+ Coastal North – Public Consultation

- Public Consultation No.1 due to commence in Spring 2022.
- Consultation will continue for 6 weeks.
- The consultation will be held virtually, through the DART+ website ([www.dartplus.ie](http://www.dartplus.ie))
  - Consistent with DART+ West & South West.
- The purpose of the consultation is to seek feedback on the 'end to end' **Emerging Preferred Option** for DART+ Coastal North;
- Webinars will be held to brief the public on key elements of the project relevant to their locality.
- As the design process advances and the designs are further developed and matured a second public consultation will take place, scheduled for Autumn 2022.





# DART+ Coastal North

## Possible Pre-application Meetings

- Regular meetings recommended
- Assumed c. 10 – 12 weeks from request for closure of PAC to consent for RO to be submitted

Meeting No.	Proposed Agenda
PAC No.1	<ol style="list-style-type: none"> <li>1. Introduction to DART+ Programme</li> <li>2. Introduction to DART+ Coastal North</li> <li>3. Option Selection Process / Approach to Optioneering</li> <li>4. Approach to Public Consultation No. 1</li> <li>5. Proposed PAC Meeting Schedule</li> </ol>
PAC No.2	<ol style="list-style-type: none"> <li>1. Feedback on PC 1</li> <li>2. Key Interventions – works at stations &amp; Howth Branch</li> <li>3. Planning Context Overview</li> <li>4. EIA Overview</li> <li>5. AA overview</li> </ol>
PAC No.3	<ol style="list-style-type: none"> <li>1. Substation locations</li> <li>2. Bridge/structural modifications</li> <li>3. OHLE Design &amp; LVIA</li> <li>4. Interface with other major projects</li> <li>5. EIA and AA progress</li> </ol>
PAC No.4	<ol style="list-style-type: none"> <li>1. Construction Methodology &amp; Strategy</li> <li>2. AA &amp; Biodiversity</li> <li>3. Heritage Impacts</li> <li>4. Cumulative Assessment</li> </ol>
PAC No.5	<ol style="list-style-type: none"> <li>1. Approach to PC 2</li> <li>2. Construction Impacts</li> <li>3. Traffic &amp; Transportation Impacts</li> <li>4. Climate Change</li> <li>5. Noise &amp; Vibration</li> </ol>
PAC No.6	<ol style="list-style-type: none"> <li>1. Update on PC 2</li> <li>2. Planning Context</li> <li>3. Railway Order Approach &amp; Requirements</li> <li>4. Property/Residential Amenity</li> </ol>
PAC No.7	<ol style="list-style-type: none"> <li>1. Design Update</li> <li>2. EIA, AA and RO Update</li> <li>3. Feedback from PC 2</li> </ol>
PAC No.8	<ol style="list-style-type: none"> <li>1. Presentation of final RO package (notices, logistics, sequencing etc)</li> </ol>



# DART+ Coastal North Conclusions

# DART+ Coastal North - Conclusions

## DART+ Programme

- Heavy rail has established routes from the regions to the city centre that should be more heavily utilised and valued as a national asset.
- DART+ will act as the backbone of an integrated public transport network (integration of heavy rail, Luas, Metro, bus; cyclist, pedestrian and private car).
- Increased rail frequency and passenger capacity will provide a sustainable and reliable alternative to private car mode of transport.
- DART+ will assist in enabling Project Ireland 2040;
  - Passenger benefits (capacity, frequency, beneficial time management)
  - Journey time reliability
  - Good safety & national cost benefits in rail investment.
- Electrification will provide a low carbon energy source for rail transport, assisting in the de carbonisation of the transport sector and enabling a transition away from fossil fuels and ultimately allow for reduction of CO2 emissions by 2050 in line with Government targets.

## DART+ Coastal North

- Provides an improved electrified network, with increased passenger capacity and enhanced train service between Dublin City Centre and Drogheda, inclusive of the Howth Branch.
- Improved performance and increased train frequencies in the AM and PM peak travel periods along the full length of the Northern Line.
- Enables the use of a shuttle service along the Howth Branch, to maximise frequency and reliability on the Northern Line.
- Facilitates the development and future growth of existing and new communities that will greatly benefit from the improved services that the DART+ Coastal North will deliver.
- Forms a key component of an improved multimodal public transport network within the Greater Dublin Area.



# DART+ Programme Legal Statement



# DART+ Programme, Legal Statement

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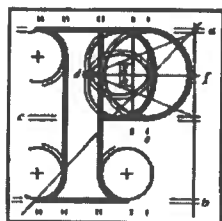
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Thank you







**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**

# DART+ Coastal North

An Bord Pleanála  
Pre-Application Meeting No.2

31.03.2022



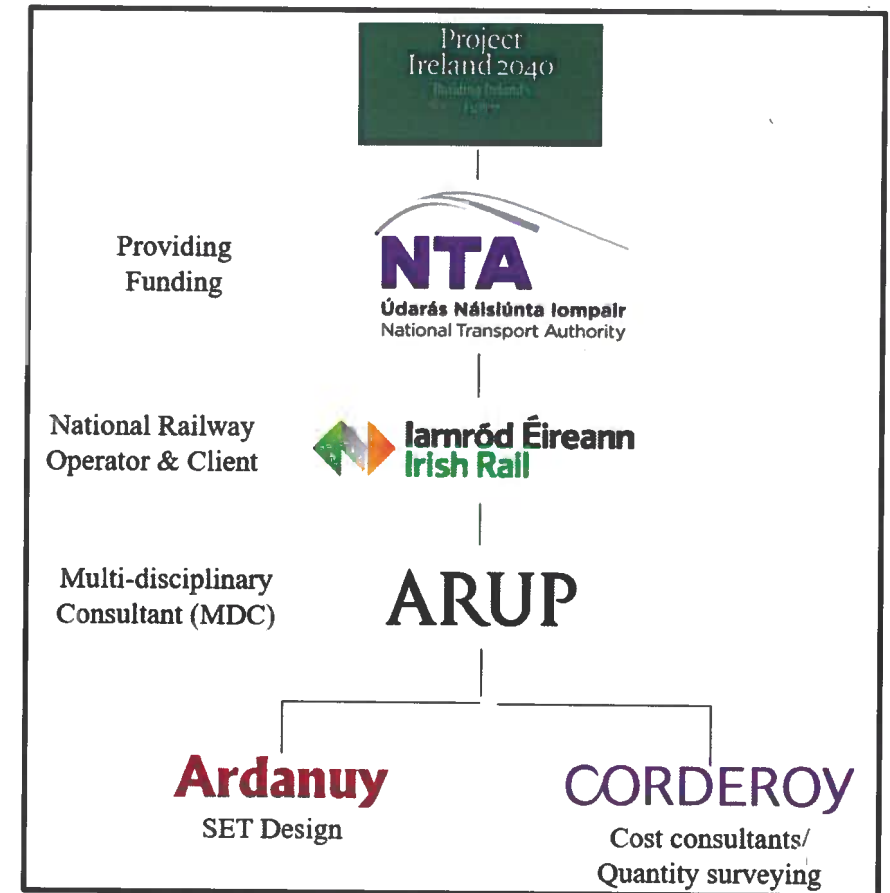
# DART+ Coastal North Team

## Iarnród Éireann

- Colm Reynolds, DART+ Programme Director
- Rita Monaghan, CIE Solicitor
- Paul Wilcock, Programme Manager DART+ Coastal North
- Mark Conroy, EIA and RO Manager
- Kevin Brennan, Project Manager
- Laura Carolan, EIA Project Manager

## MDC Team

- Gillian Sisk – Project Manager
- Clodagh O'Donovan – RO Lead
- Alan Whelan - Planner



# DART+ Coastal North Presentation Agenda



# Agenda

1. Overview of PC1
2. Key Interventions – Initial Feedback received
3. Planning Context Overview
4. EIAR Overview
5. AA overview
6. Interdependencies between DART+ projects
7. Programme Update
8. Questions & AOB.



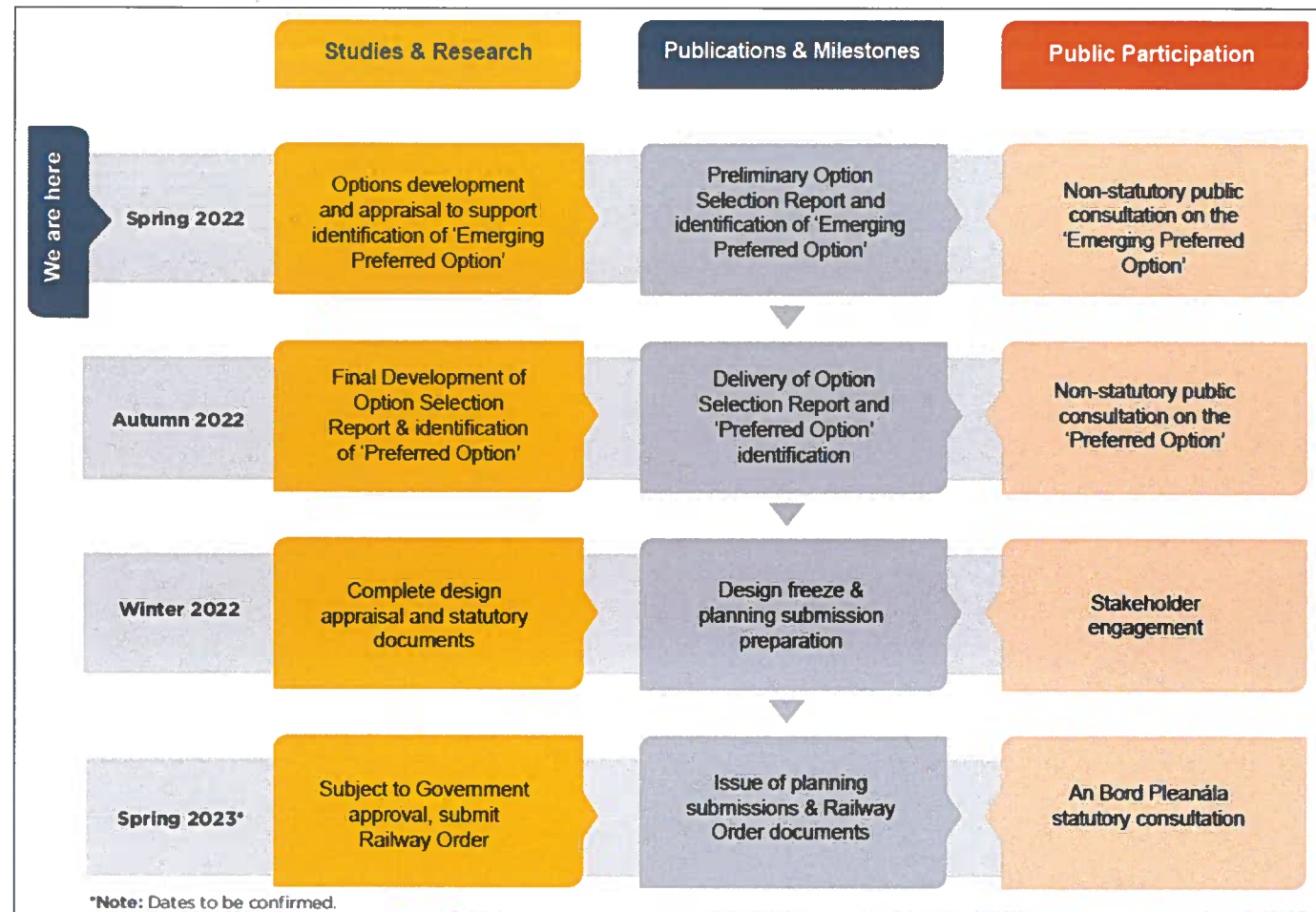


# DART+ Coastal North

## Overview of PC1

# Public Consultation

- We have commenced Public Consultation No. 1 on the Emerging Preferred Option.
- We are asking the public, as potential users of the improved services, and those likely to be affected by its development for their views of our plans to inform the emerging preferred design and help us improve the project.
- As the design process advances and the designs are further developed and matured another public consultation will take place.





# Public Consultation Documentation

- Letters to potentially affected landowners
- Letters to prescribed bodies
- Leaflet to adjacent communities
- Virtual consultation room
  - Multi-media engagement tools
- Dedicated website - [www.dartplus.ie](http://www.dartplus.ie)
  - Project documentation
  - Brochure
  - Preliminary Options Selection Report
  - Technical documentation





# How People can Engage

Contact via the following means:

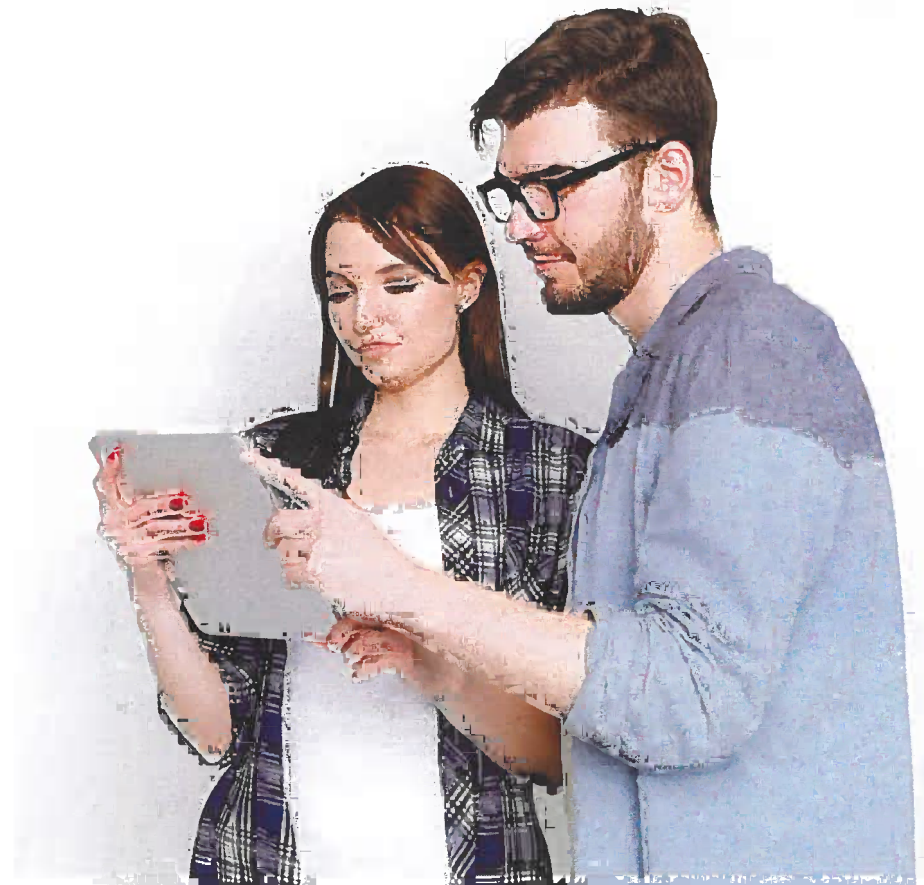
**Website:** [www.dartplus.ie](http://www.dartplus.ie)

**Email:** [DARTCoastalNorth@irishrail.ie](mailto:DARTCoastalNorth@irishrail.ie)

**Phone line:** 01 233 4515

Or in writing to:

**Community Liaison Officer  
DART+ Coastal North,  
Iarnród Éireann,  
Inchicore Works,  
Inchicore Parade,  
Dublin 8.  
D08K6Y3**



# Public Consultation - engagement

- Public Webinars held as follows:
  - Dublin City Centre to Donaghmede Area – 8<sup>th</sup> March
  - Bayside to Howth Area – 9<sup>th</sup> March
  - Clongriffin to Malahide Area – 10<sup>th</sup> March
  - Donabate to Balbriggan Area – 14<sup>th</sup> March
  - Gormanston to Drogheda Area – 15<sup>th</sup> March
- Good attendance at webinars
- Initial feedback on the project is generally positive with some specific concerns around proposed future operational changes
- All submissions will be reviewed in detail and will inform our design as it progresses
- Our responses to submissions will be documented in PC2



# DART+ Coastal North

## Key Interventions – Initial Feedback Received



# Dublin City Centre to Donaghmede Area

- Works in this area very limited – Fairview Depot and signalling/telecommunications
- Initial feedback related to:
  - Need for four tracking to accommodate the increased capacity and frequency
  - Journey time reliability



# Bayside to Howth Area

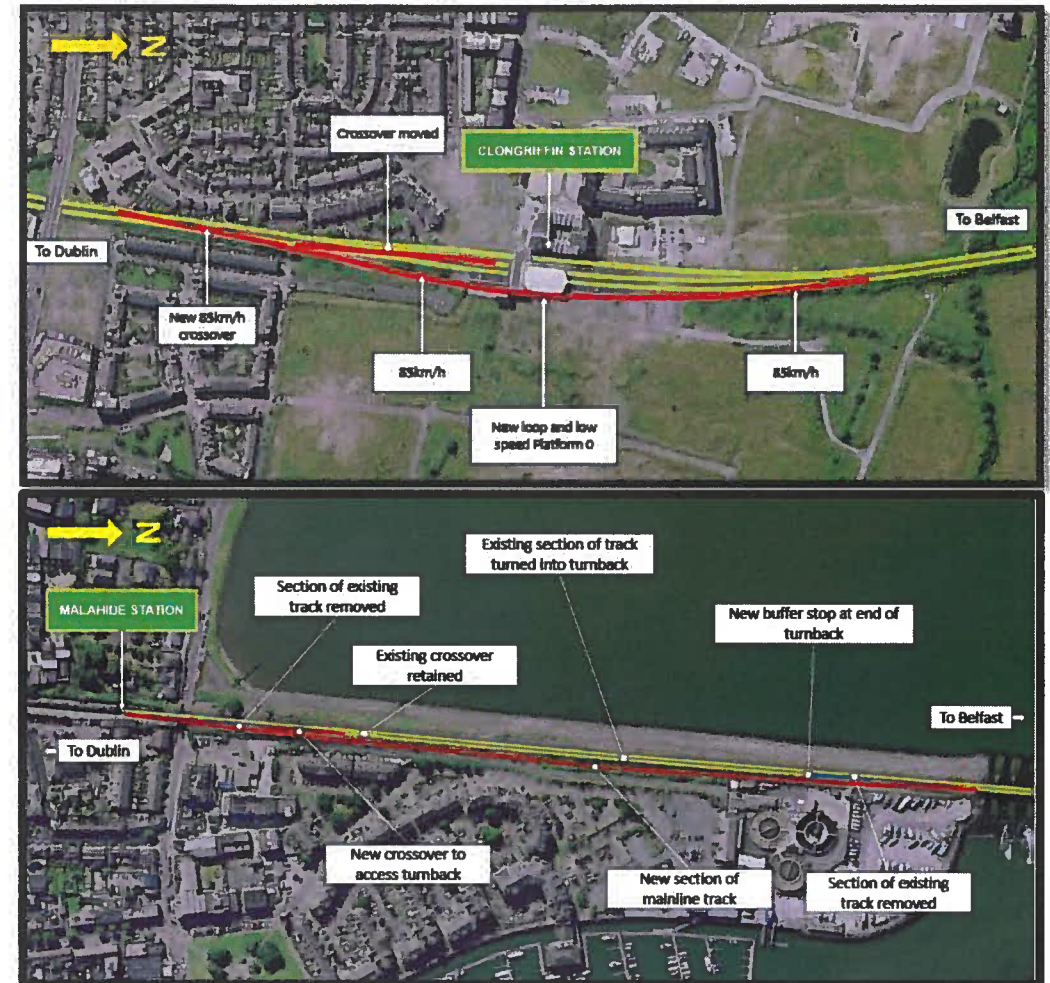
- No significant feedback to date on proposed infrastructural changes (platform extension, track modifications, etc)
- Significant concern raised in initial feedback relates to future operations, including:
  - The station at Howth Junction and Donaghmede – safety and security in particular
  - The shuttle service proposed during peak periods – the need for an interchange (including the issues above re the station) but also the inconvenience assoc. with this
  - The level crossings on the Howth Branch – perceived increased delays for road traffic associated with this proposal





# Clongriffin to Malahide Area

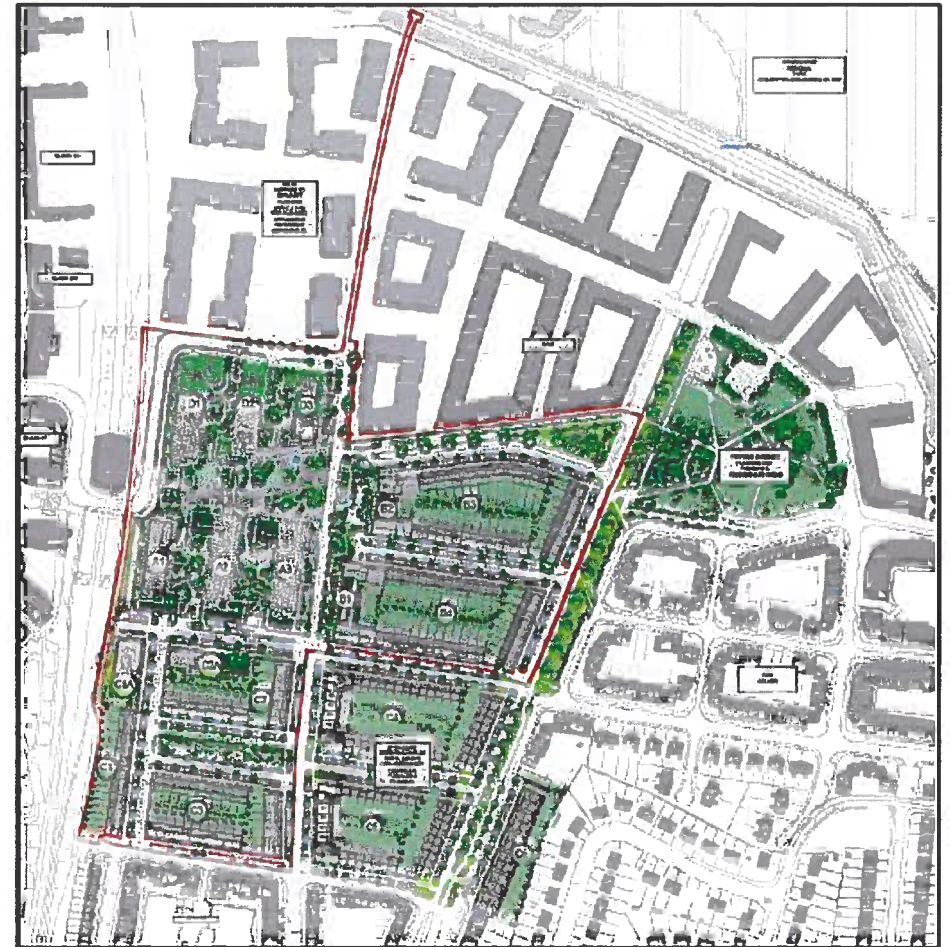
- Initial feedback related to:
  - Journey time reliability
  - Howth Junction and Malahide and Clongriffin Stations
    - Safety
    - Security
    - Other station facilities





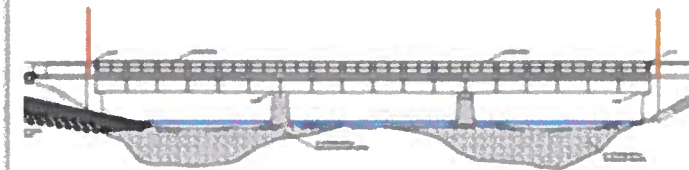
# Clongriffin Station – Integration with Shoreline Developments

- Discussions with Shoreline Developments are ongoing
- Interface issues remain to be fully resolved
- Upcoming discussions planned to focus on:
  - Phasing/timing and co-ordination of works
  - Construction access arrangements
  - Property boundary



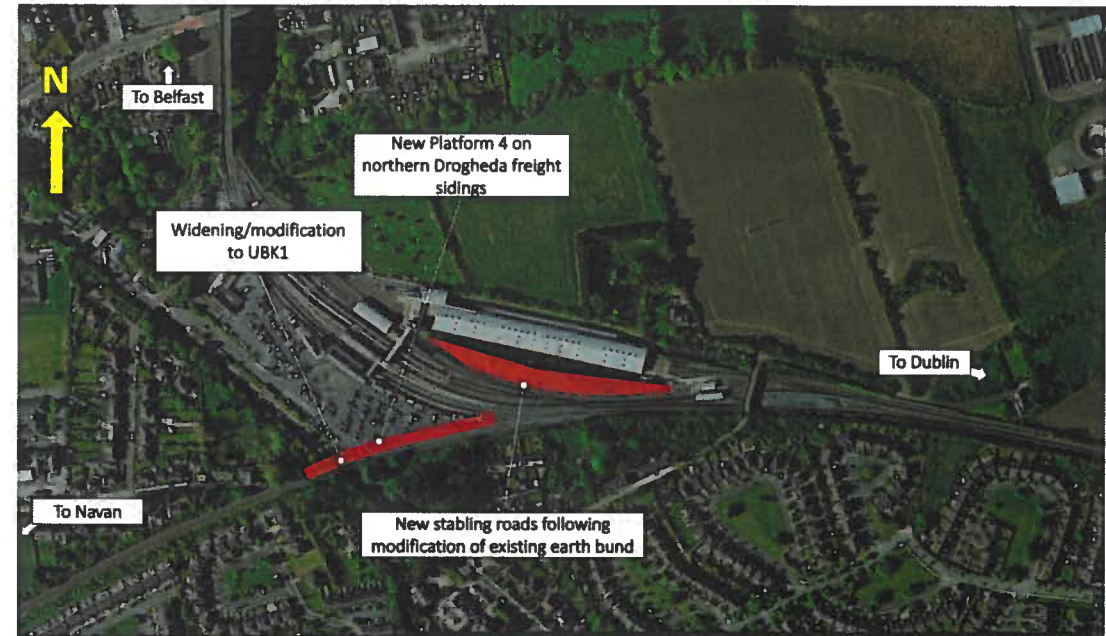
# Donaghbate to Balbriggan Area

- This area includes OHLE works proposed at Rogerstown and Balbriggan viaducts
- Initial feedback related to:
  - Journey time reliability
  - The need for four tracking (especially towards the city centre)
  - Train specifications – seating provision, toilet facilities, etc
  - Safety and security at stations and station facilities



# Gormanston to Drogheda Area

- Generally positive feedback to date
- Key issues raised relate to:
  - Facilities on trains – toilets, etc
  - The need to cater for those to the north of Drogheda (need for station north of the town)
  - Need for new stations to serve new and established communities (eg Bettystown)

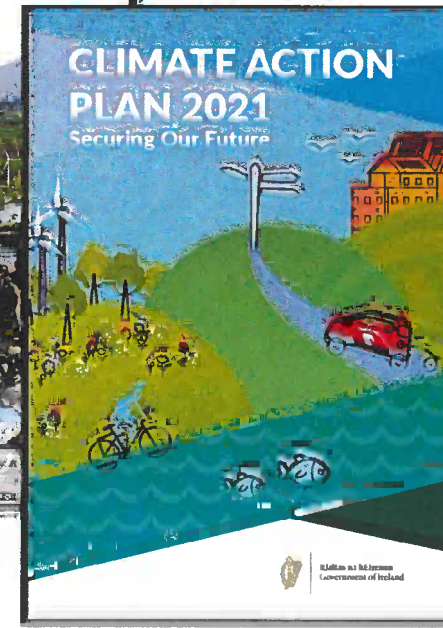
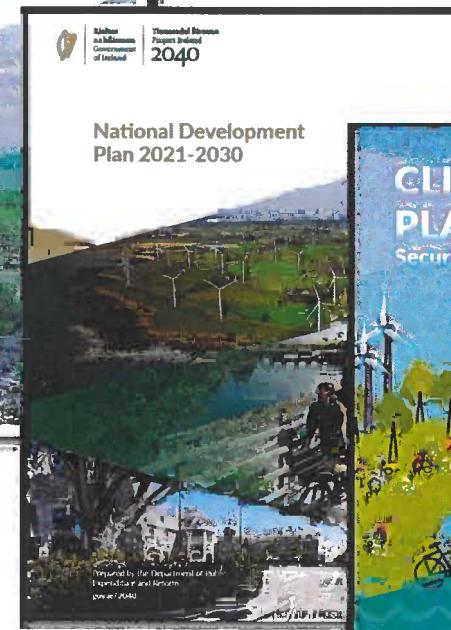
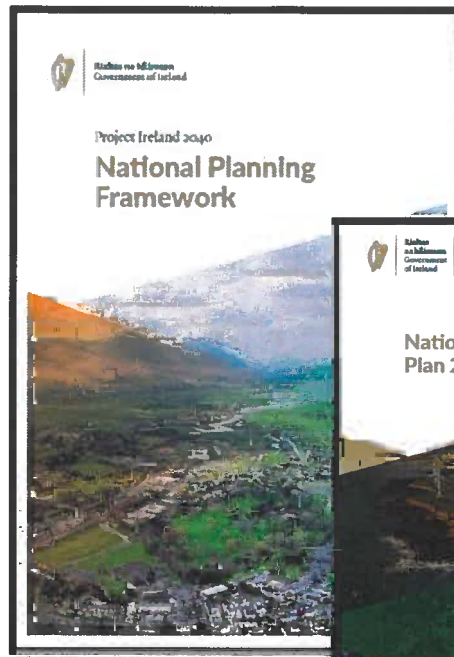




# DART+ Coastal North Planning Context Overview

# EU, National and Regional Policy

- Strong policy support for DART+ Coastal North at EU, national and regional level, including:
  - Trans-European Network for Transport (TEN-T) – Regulation (EU) No 1315/2013
  - EU Sustainable and Smart Mobility Strategy
  - National Planning Framework and National Development Plan (2021 – 2030)
  - National Investment Framework for Transport in Ireland (NIFTI)
  - Climate Action Plan 2021
  - Eastern and Midlands Region Spatial and Economic Strategy 2019 – 2031
  - Transport Strategy for the GDA (2016 – 2035) and the Draft Strategy (2022 – 2042)





# Local Planning Policy

- Strong local planning policy support for DART+ Coastal North
- Relevant policy context included in County Development Plans and Local Area Plans, including:
  - Dublin City Development Plan
  - Clongriffin – Belmayne LAP
  - Fingal County Development Plan
  - Baldoyle – Stapolin LAP
  - Portmarnock South LAP
  - Donabate LAP
  - Meath County Development Plan
  - East Meath LAP
  - Louth County Development Plan





# Local Planning Policy

## Dublin City Development Plan 2016 – 2022

- *“MTO1: To encourage intensification and mixed-use development **along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development**, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.”*
- *MT3: To **support and facilitate the development of an integrated public transport network** with efficient interchange between transport modes, **serving the existing and future needs of the city** in association with relevant transport providers, agencies and stakeholders.*
- *MT4: To promote and facilitate the provision of Metro, all heavy elements of the **DART Expansion Programme** including DART Underground (rail interconnector), **the electrification of existing lines**, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.*
- *MT6: (i) To work with Iarnród Eireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a **coordinated approach to improving the rail network**, integrated with other public transport modes to **ensure maximum public benefit and promoting sustainable transport and improved connectivity**.*
- *MT05: (i) To facilitate and support measures proposed by transport agencies to **enhance capacity on existing public transport lines and services, to provide/ improve interchange facilities and provide new infrastructure**.”*

# Local Planning Policy

## Clongriffin – Belmayne Local Area Plan

- Clongriffin – Belmayne LAP published in 2012, extended until December 2022
- LAP areas on the northern border of DCC – primarily zoned Z14, the objective of which is *“to seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and “Z6” (enterprise and employment) would be the predominant uses”*
- The key aims of the Movement and Transport section of relevance are:
  - ***“To improve accessibility and maximise the use of public transport.***
  - ***Cater not only for travel demand but also for reductions in congestion and pollution.***
  - ***Place a stronger emphasis on sustainable forms of transport such as walking, cycling and public transport, particularly for short trips.”***
- Objective MT05 is also relevant:
  - ***“To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.”***

# Local Planning Policy

## Fingal Development Plan 2017 - 2023

- Objective MT01: **Support National and Regional transport policies** as they apply to Fingal. In particular, the Council supports the Government's commitment to the proposed new Metro North and **DART expansion** included in *Building on Recovery: Infrastructure and Capital Investment 2016-2021*. The Council also supports the **implementation of sustainable transport solutions**.
- Objective MT02: Support the recommendations of the National Transport Authority's **Transport Strategy for the Greater Dublin Area 2016-2035** to facilitate the future sustainable growth of Fingal.
- Objective MT05: Integrate land use with transportation by allowing higher density development along **higher capacity public transport corridors**.
- Objective MT30: Support *Iarnród Éireann* and the NTA in implementing the **DART Expansion Programme**, including the **extension of the DART line to Balbriggan**, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.
- With regard to the development strategy for Balbriggan, Objective 12 states:
  - “Promote and facilitate an enhanced railway station (a Protected Structure) and rail service, including the **extension of the DART rail service to Balbriggan**.”



# Local Planning Policy

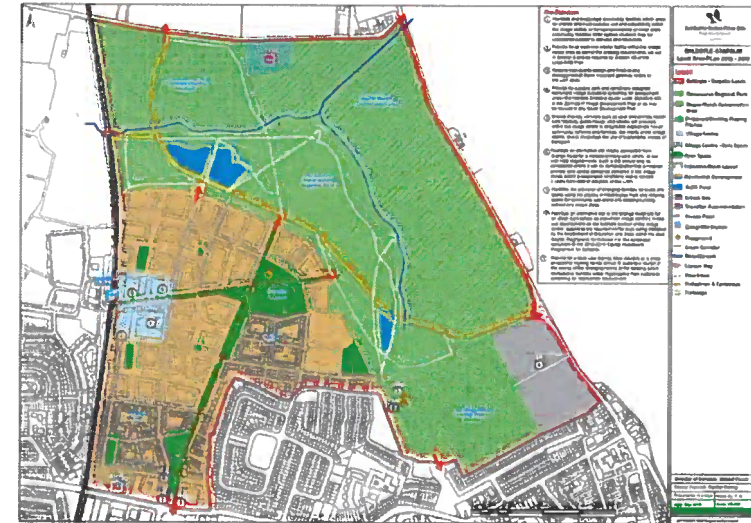
## Fingal Development Plan 2017 - 2023

- There are a number of indicative cycle/pedestrian routes adjoining the existing railway line, including:
  - Howth Junction north to Grange Road.
  - Sutton Station east to Howth Station
  - Malahide Estuary north across Malahide Railway Viaduct
  - From Donabate north across the Rogerstown Viaduct
  - Baldoyle to Portmarnock Greenway.
- DART+ Coastal North is cognisant of these proposed developments and is liaising with FCC in this regard

# Local Planning Policy

## Baldoyle – Stapolin LAP

- Adopted in 2013 and extended to May 2023
- Lands on southern boundary of Fingal County Council
- Plan lands comprise the site of the former Baldoyle Racecourse and Stapolin House – zoning is provided for between 800 – 1100 dwellings and a new village centre
- Vision is to create a place to live that is appealing, distinctive and sustainable with minimal impact on the surrounding environment and coast.
- Objective GI 16 states: *“Create new green links to connect publicly accessible open spaces to main destination points, such as the DART station, bus stops, village centre, proposed school, health facilities and other publicly accessible open spaces including Racecourse Park.”*



# Local Planning Policy

## Portmarnock South LAP 2013

- Adopted in 2013 and extended to July 2023
- c. 86 ha, of which c. 40 ha is zoned residential
- Lands are directly to the south-east of Portmarnock DART station
- Objective TM 1 is relevant: ***“Ensure that future planning applications and development of the plan lands are **designed to have regard to Iarnród Éireann future rail improvement proposals.**”***
- All residential zoned lands are within walking distance of Portmarnock train station, which is a crucial element in contributing to sustainable development

## Donabate LAP 2016

- Adopted in 2016 and extended to July 2026
- c. 138 ha in four separate parcels
- Seeks to establish a framework for the planned, co-ordinated and sustainable development of these lands, as per the Vision Statement
- LAP notes that the NTA has requested Irish Rail to progress the extension of the DART rail service to include Donabate
- Objective 3.2 is relevant: ***“Support the NTA’s proposed electrification of the Northern Line from Malahide to Balbriggan to allow an extension of DART services to Balbriggan.”***



# Local Planning Policy

## Meath County Development Plan 2021 - 2027

- The following policies and objectives in the Draft Development Plan of specific relevance to the DART+ Coastal North project include:
  - *“MOV POL 1: To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are **well served by public transport**, in line with the guiding principles outlined in RPO 8.1 of the EMRA RSES 2019-2031*
  - *MOV POL 3: To promote sustainable land use planning measures which **facilitate transportation efficiency**, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the **greater use of public transportation throughout the County***

# Local Planning Policy

## East Meath LAP 2014 - 2020

- LAP prepared to provide a statutory framework for the future growth and development of Bettystown-Laytown-Mornington East-Donacarney-Mornington
- Plan identifies lands adjacent to Laytown Railway Station as being suitable for employment uses together with park and ride facilities.
- The following policies in the LAP of specific relevance to the DART+ Coastal North project include:
  - ***“TD POL 12: To develop the east coast rail line as a valuable tourist resource creating ease of access from North and South to a variety of attractions and recreational activities associated with the coastline.***
  - ***TM POL 13: To support the improvement of existing rail transport infrastructure including the existing Dublin – Drogheda rail service which serves the urban settlement of Laytown and Gormanstown and to seek to have the proposed electrification of this rail line extended to Drogheda.”***

# Local Planning Policy

## Louth County Development Plan 2021 - 2027

- Supercedes the Drogheda Borough Council Development Plan and the North Drogheda and Environs LAP
- Objective SS13: *To support **investment in public and sustainable transport infrastructure** and services in Drogheda including the progression of the **DART Expansion Programme** which includes the **electrification of the rail line and the extension of DART services to Drogheda***
- Objective MOV 2: *To facilitate the integration of land use with sustainable transportation infrastructure in accordance with the requirements of RPO 8.1 in the RSES by supporting the creation of a critical mass of population and employment related development that would **maximise investment in public transport infrastructure** and create compact, sustainable settlements.*
- Objective MOV 12: *To support the **DART Expansion Programme** including **new infrastructure and the electrification of existing lines along the northern rail line to Drogheda.***



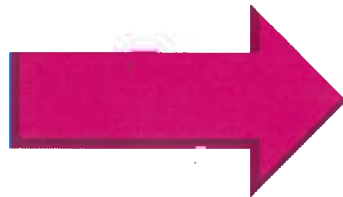
# Policy Context Summary

EU Policy

National Policy

Regional Policy

Local Policy



## DART+ Coastal North Objectives

- To deliver a higher frequency, higher capacity, reliable, electrified route to enable an increased DART service frequency between Drogheda and Dublin City Centre;
- To deliver solutions which improve the passenger experience where passenger infrastructure interventions are required to meet the Train Service Specification (i.e. 'desired' level of service).
- To deliver a sustainable, low carbon and climate resilient design solution including making use of existing infrastructure where possible with targeted improvement works;
- To identify cost-effective solutions from a capital, operations, and maintenance perspective;
- To minimise adverse impacts on the natural and built environment associated with construction, operation and maintenance of the project
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the project.
- To provide efficient and cost-effective integration of systems with the other DART+ projects.

# DART+ Coastal North

## EIAR Overview

# Overview of RO Process

- Railway works, such as those proposed by the DART+ Coastal North project are governed by the Transport (Railway Infrastructure) Act, 2001, as amended by the Strategic Infrastructure Act, 2006
- The proposed development requires a Railway Order under the relevant legislation
- The Transport (Railway Infrastructure) Act, 2001, as amended set out the requirements for the RO process, under Section 37 as follows:

*“ (2) An application under subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by—*

*(a) a draft of the proposed order,*

*(b) a plan of the proposed railway works,*

*(c) in the case of an application by the Agency or a person with the consent of the Agency, a plan of any proposed commercial development of land adjacent to the proposed railway works,*

*(d) a book of reference to a plan required under this subsection (indicating the identity of the owners and of the occupiers of the lands described in the plan), and*

*(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an “environmental impact statement”) of the proposed railway works, and a draft plan and book of reference shall be in such form as the Minister may specify or in a form to the like effect.”*



# EIAR Overview

- The requirement for an EIAR to accompany the Railway Order application arises under the Transport (Railway Infrastructure) Act, 2001 as amended and the EIA Directive
- European Union (Railway Orders) Environmental Impact Assessment)(Amendment) Regulations 2021 amend the Transport (Railway Infrastructure) Act, 2001, as amended (and other relevant legislation) to take account of the transposition of Directive 14/52/EC
- EIA Screening Report in preparation – will conclude a mandatory EIAR is required
- EIA Scoping Report in preparation – informal scoping exercise proposed
- EIAR – baseline information being gathered, impact assessments to commence in Q3 2022, with an RO submission date of Q1 2023
- Consultation with key stakeholders – statutory bodies and NGOs to inform EIAR – to increase in coming months

# Format of the EIAR

- Grouped format structure proposed
- Emphasis on ensuring documentation is clear, concise and accessible
- Four proposed volumes
  - Volume 1 – Non Technical Summary
  - Volume 2 – Main text of EIAR
  - Volume 3 – Technical Figures
  - Volume 4 – Technical Appendices
- Technical appendices will include (among others):
  - Flood Risk Assessment
  - CEMP

# Environmental Baseline Surveys

- Biodiversity Surveys
  - Trackside habitat surveys undertaken in Summer 2021; follow on surveys planned for Summer 2022 to take account of areas outside IE property (such as substations/compounds)
  - Winter bird surveys ongoing (October 2021 – March 2022)
  - Breeding bird surveys planned for Summer 2022
  - Mammal surveys (including badger surveys) completed in 2021
  - Invasive species surveys – ongoing
  - Bat surveys – summer surveys completed in Summer 2021; hibernation surveys (at key bridges of interest) planned for May 2022
- Other environmental surveys planned for Summer/Autumn 2022
  - Traffic surveys
  - Noise surveys
  - LVIA surveys
  - Architectural heritage surveys
  - Archaeology site walkovers
- Ground Investigation campaign planned to start Q2 2022 to inform design and EIAR
  - Appropriate Assessment Screening Reports prepared for GI works
  - Planning permission may be needed for some GI works (Malahide/Rogerstown Estuaries) – planning application to Fingal County Council



# Key focus areas for EIAR

- Competent experts – all specialists are competent experts, in whom ABP can have confidence
- Integration between the design and EIA teams, to ensure environmental design and mitigation is considered at the earliest stage
- Our options selection process is robust – with a focus on ensuring environmental considerations are taken into account in the decision making process
- We understand the need for a detailed project description and construction strategy, including phasing to enable a robust impact assessment
- Mitigation hierarchy
  - Impact avoidance is preferred
  - If avoidance is not possible, then appropriate mitigation will be designed to reduce impacts
- The approach to cumulative assessment is being considered carefully, in respect of:
  - Other DART+ projects – close co-ordination between various EIA Co-ordinators across DART+ programme
  - Other relevant developments

# DART+ Coastal North

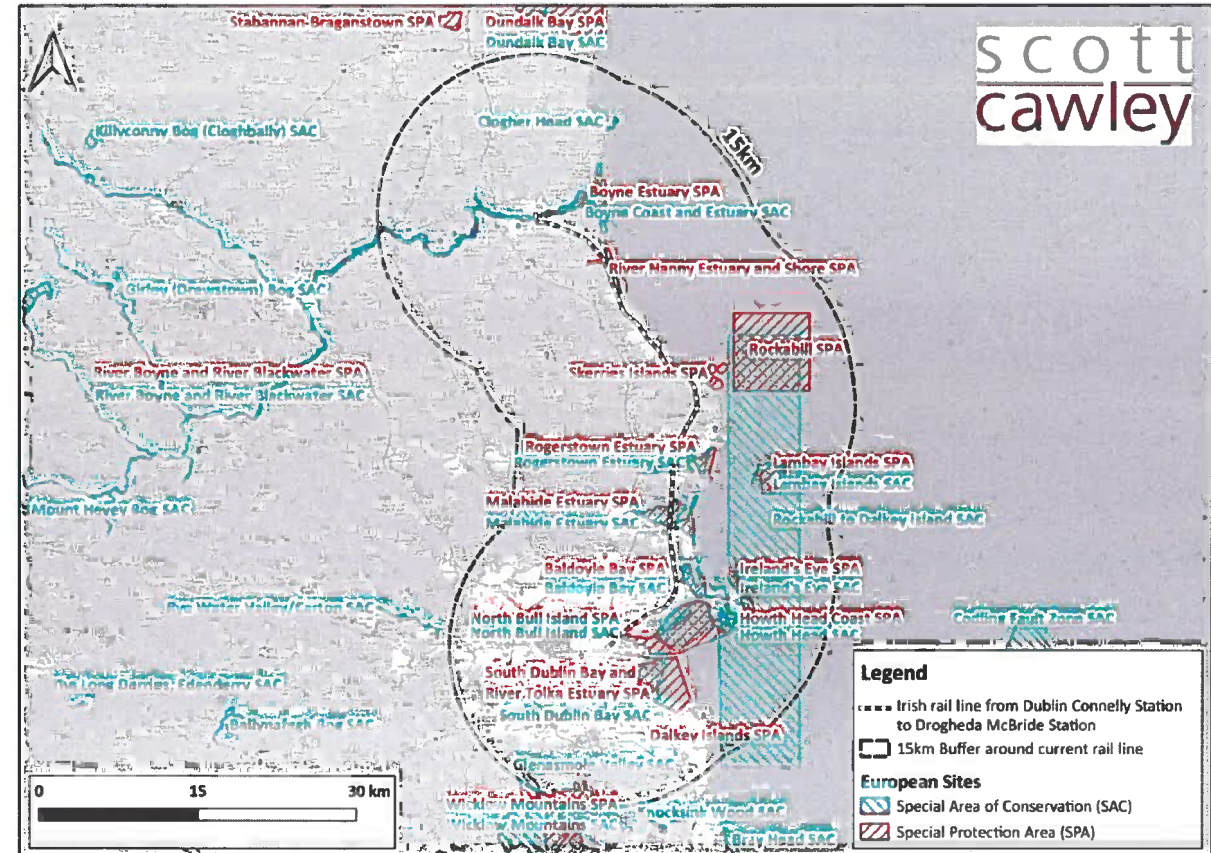
## AA Overview





# 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







# DART+ Coastal North

## Interdependencies between DART+ Projects

# DART+ Coastal North

## Interdependencies between Projects

### National Development Plan

- DART+ Programme is described based on a number of discrete infrastructure delivery projects. These discrete projects are:
  - DART+ BEMU Charging Infrastructure
  - DART+ West
  - DART+ South West
  - DART+ Coastal North
  - DART+ Coastal South
- The division into discrete projects facilitates the delivery of public transport benefits on an incremental basis and the ability to take each project sequentially through the planning process as expeditiously as possible

### NTA Transport Strategy for the GDA 2016 – 2035 (and the Draft Strategy 2022 – 2042)

- Describes the DART+ Programme based on discrete infrastructural delivery projects which can be delivered sequentially
- Acknowledges that the current DART+ Programme may be further expanded to meet further growth requirements
- Pace of implementation of the Strategy will be guided by:
  - Level of exchequer funding
  - Maturity of projects through the planning process

# DART+ Coastal North

## Interdependencies between Projects

### DART+ Programme Business Case

- Preliminary Business Case (PBC) constructed on the principle of the discrete project descriptions
- Government approved PBC in December 2021, which authorised:
  - the award of a fleet procurement contract for new electric and battery/electric trains
  - lodgement of the DART+ West Railway Order
- Updated PBCs will be submitted to seek approvals for lodgement of ROs for the remaining DART+ projects



# DART+ Coastal North

## Interdependencies between Projects

### Transport (Railway Infrastructure) Act 2001, as amended

- Act addresses the issue of project sequencing and potential legal challenges pre, during and post RO application/decision, including:
  - Section 43(4) of the 2001 Act expressly anticipates legal challenges and provides for a number scenarios ***after the approval process*** and ***before*** a Railway Order is deemed ***to come into operation***. In such scenarios the 2001 Act expressly provides when a Railway Order is deemed ***to come into operation***;
  - Section 44(1) and 44(2) of the 2001 Act grants to the Board extensive general and specific powers in relation to a Railway Order including the manner in which the railway or the railway works or any part of it is to be constructed, the manner in which the railway works are to be operated and maintained and fixing the period within which the construction of the railway works is to be completed;
  - The compulsory acquisition part of the Railway Order only begins ***upon the commencement of a Railway Order*** and from a compulsory acquisition perspective the flexibility of the process is maintained by the fact that the 2001 Act and the Railway Order together are deemed to be a Special Act;
  - The Board has the ultimate residual power, ***after the approval process*** and ***after*** a Railway Order ***has been deemed to come into operation***, to initiate a process where it proposes to revoke a Railway Order if there has been a failure to comply with a condition, restriction or requirement specified in a Railway Order and the Railway Undertaking can appeal the notification of such a proposal.

# 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
- Ongoing options development /optioneering – substations and bridge clearances.
- Initial findings re level crossing operations on Howth Branch being validated

### Major Milestones

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

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Autumn 2022 - Commence Public Consultation No.2 on Preferred Option;
- Winter 2022 - Design freeze & planning submission preparation;
- Spring 2023 - Submit Railway Order Application to An Bord Pleanála
- Subsequent to RO approval
  - Late 2024 - Award Construction Contracts
  - Spring 2027 - Complete Construction and Initiate Testing & Commissioning
  - Autumn 2028 - Complete Testing & Commissioning



# DART+ Programme Legal Statement

# DART+ Programme, Legal Statement

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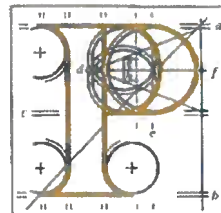
All press releases in connection with the DART+ Programme will be issued by Iarnród Éireann through its Corporate Communications Department at Connolly Station, Dublin 1 and all requests for information and/or press releases in connection with the DART+ Programme should be routed through our Corporate Communications Department.



Thank you



Our Case Number: ABP-311802-21



An  
Bord  
Pleanála

Iarnrod Eireann  
Engineering and New Works Building  
Inchicore  
Dublin  
Dublin 8

Date: 19 April 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 3<sup>rd</sup> meeting of the 5<sup>th</sup> of April 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.

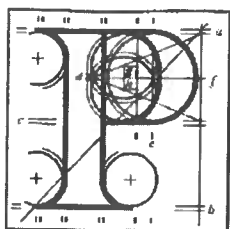
Yours faithfully,

  
Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

PC07

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Glaos 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

## Record of Meeting ABP-311802-21 3rd 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 / 3rd Meeting</b>	3rd		
<b>Date</b>	05/04/23	<b>Start Time</b>	11.00 a.m.
<b>Location</b>	MS Teams	<b>End Time</b>	12.05 p.m.

<b>Representing An Bord Pleanála</b>
Ciara Kellett, Director of Planning (Chair)
Conor McGrath, Senior Planning Inspector
Niamh Thornton, Executive Officer
<b>Representing the Prospective Applicant</b>
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.

 17/4/23

**Ciara Kellett**

**Director of Planning**



# DART+ Coastal North

An Bord Pleanála  
Pre-Application Meeting No.3

05.04.2023

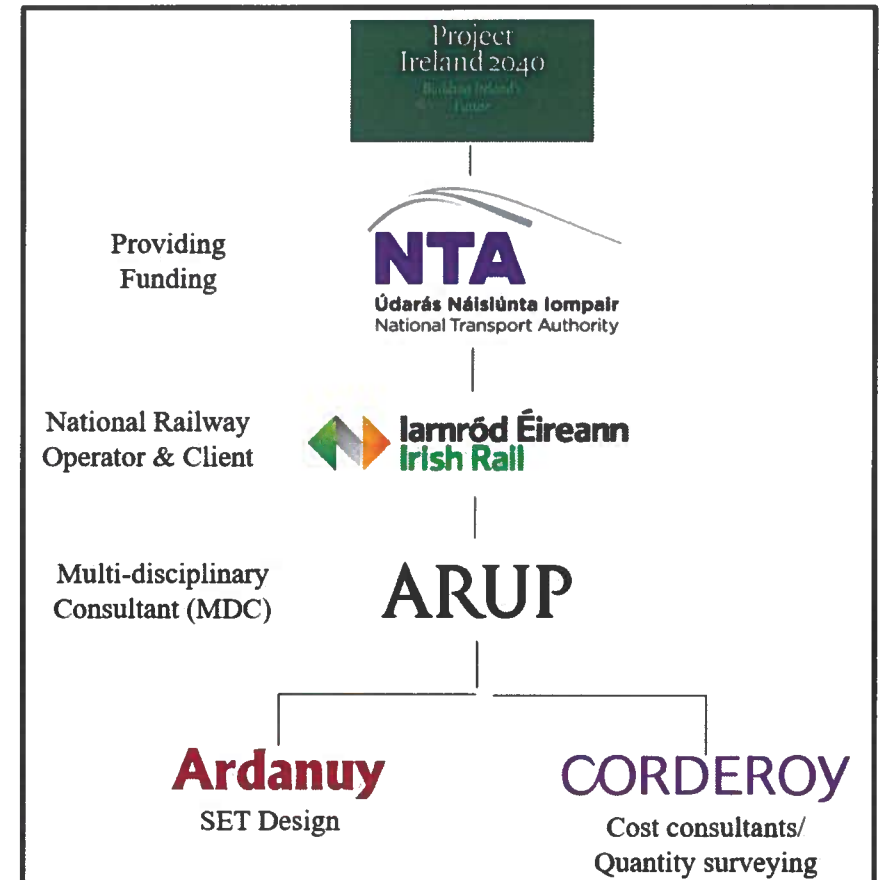
# DART+ Coastal North Team

## 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. PC1 Feedback and Design Development
3. Presentation of Preferred Option
4. BEMU Update
5. Consultation Update
6. RO Update
7. Programme Update
8. Future Meetings
9. Questions & AOB.



# DART+ Coastal North

## Project Update



# Project Update

- PC1 completed in Spring 2022
- Feedback has been considered in the further development of the design
- Options selection process now complete – Preferred Option identified
- PC2 documentation in preparation – due to commence in May 2023
- Preliminary Design nearing completion
- Work on RO documentation is in progress



\*Note: Dates to be confirmed.



# DART+ Coastal North

## PC1 Feedback and Design Development

# Feedback from Public Consultation No.1

- Feedback received during Public Consultation No. 1 raised a number of key issues for further consideration, including:
  - A significant concern was raised in relation to future operations, including:
    - The station at Howth Junction and Donaghmede – in particular, safety and security of passengers
    - The shuttle service proposed during peak periods – in particular the need for an interchange – the inconvenience associated with this, but also in respect of the issues above re the station
    - The level crossings on the Howth Branch – perceived increased delays for road traffic associated with this proposal
- This has helped shape the ongoing project design development and has led to further assessment and consideration of some major project elements, in particular:
  - The inclusion of, within the project scope, significant upgrades to **Howth Junction & Donaghmede Station** to provide a more accessible, user friendly and customer focused station for all rail users;
  - Further surveys and assessments undertaken in relation to transport modelling for the **level crossings on the Howth Branch line** confirming they are to remain operational;





# Design Development

- Design development since Public Consultation No. 1 has ensured it is now possible to identify **substation locations**, as well as **construction compounds**, relating to the project.
- Structural assessments have identified **bridges/structures requiring intervention** to allow for the installation of OHLE as part of the overall extension of electrification to Drogheda MacBride Station.

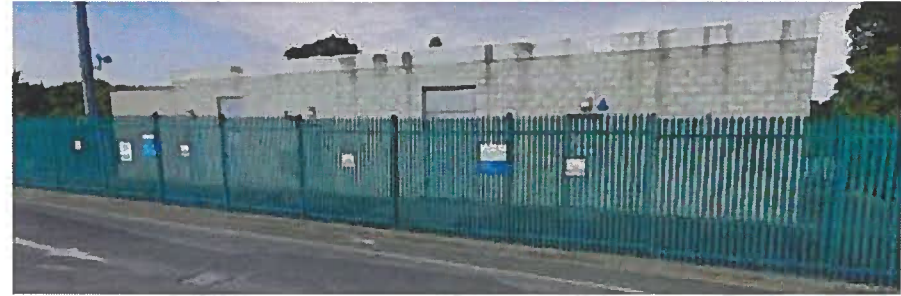




# DART+ Coastal North Preferred Option

# Preferred Option

- General Linear Works, including:
  - Electrification
  - Electrical substations
  - Signalling
- Dublin City to Malahide, including works around:
  - Clongriffin Station
  - Howth Junction & Donaghmede Station
  - Malahide Station
  - Fairview Depot
- Malahide to Drogheda, including works around:
  - Malahide, Balbriggan, Rogerstown and Laytown Viaducts
  - Interventions at overbridges to provide OHLE clearances
  - User Worked Level Crossing, XB001
  - Drogheda MacBride Station
  - Drogheda Depot



Example of a typical substation



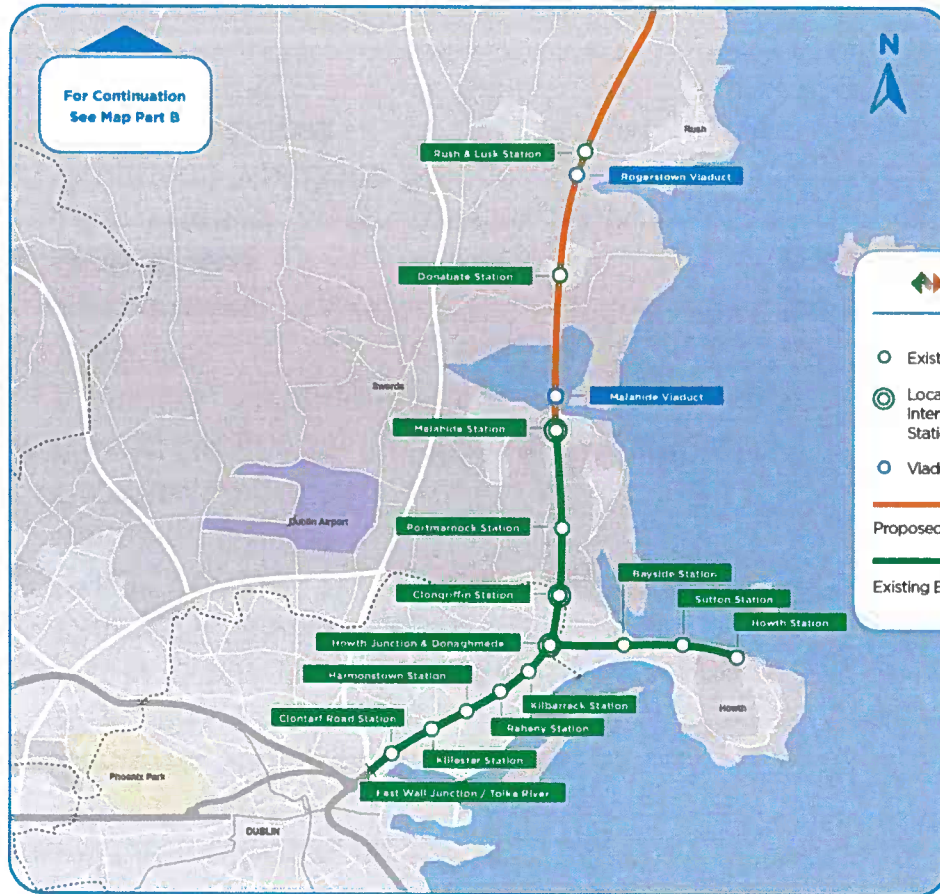
Typical Signalling Infrastructure



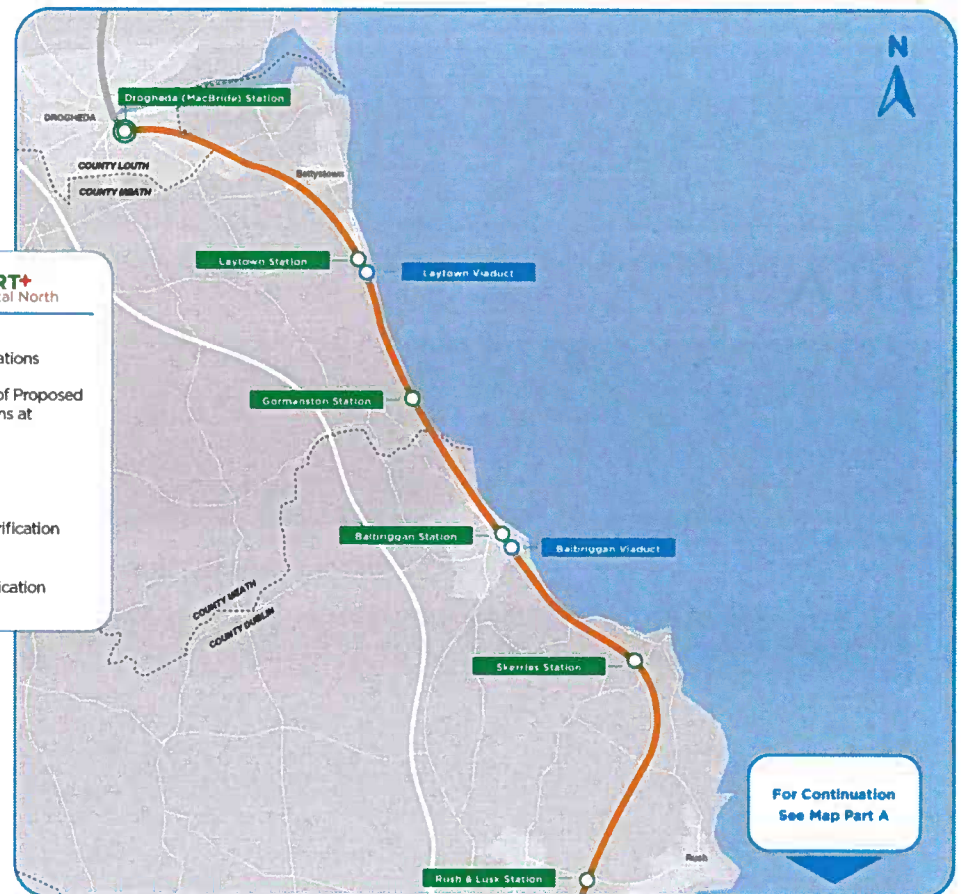


# DART+ Coastal North Route Map

## Map Part A



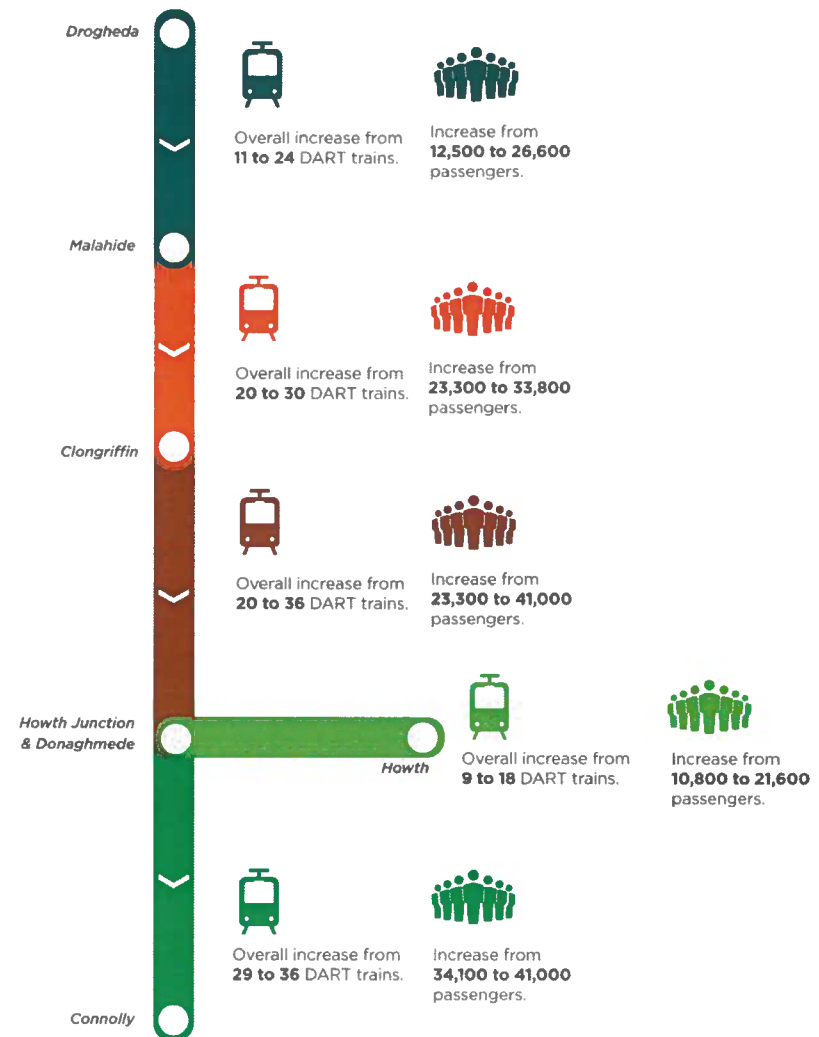
## Map Part B





# General Linear Works

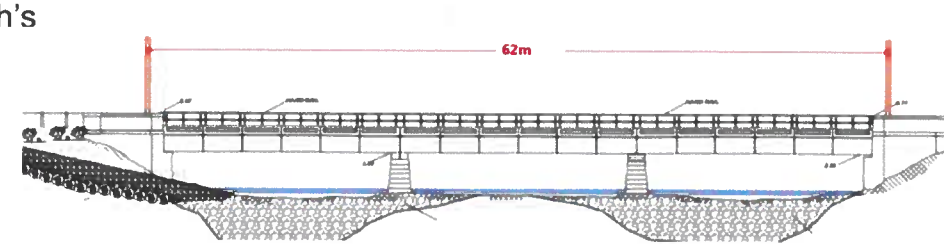
- Electrification of the existing railway line from Malahide to Drogheda, including:
  - Extension of the overhead line equipment (OHLE) from Malahide (current extent of electrification) to Drogheda;
  - Eight new electrical substations at intervals along the railway line between Malahide and Drogheda:
    - These substations will provide power to the rail network and will receive power from the local power distribution network at 38kV AC.
    - The footprint of the substation compound is c. 50 m x 20 m, with general substation building dimensions of 35 m x 10 m x 6 m (height).
    - The substations are located at:
      - Drogheda
      - Bettystown
      - Gormanston
      - Balbriggan
      - Skerries North
      - Skerries South
      - Rush and Lusk
      - Donabate



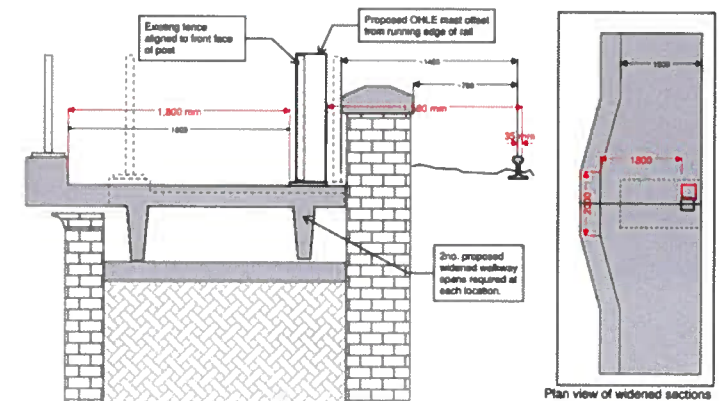
Potential future increase in train frequency and passenger capacity for the 3-hour AM peak period for inbound/southbound services to Dublin City Centre

# General Linear Works (continued)

- Modifications to a small number of bridges to achieve the appropriate clearances for OHLE, including:
  - Upgrade to Drogheda MacBride station footbridge
  - Replacement of OBB080/80A/80B linking Railway Terrace with McGrath's Lane
  - Minor localised track lowering works at 4 additional overbridges:
    - OBB39 (carrying Station Road/R128)
    - OBB44 (carrying local road in Tyrrelstown Big)
    - OBB55 (carrying Lawless Terrace/R127)
    - OBB78 (carrying Colpe Road)
- Localised modifications to allow fixing of OHLE to underbridges/viaducts at:
  - Malahide Viaduct
  - Rogerstown Viaduct
  - Balbriggan Viaduct
  - Laytown Viaduct
- Modifications to existing overbridge parapets between Malahide and Drogheda – to minimise risk of people coming into contact with OHLE – ensuring parapets have no openings, are climb-resistant and at least 1.8 m high
- Interfaces with existing utilities, boundary treatments (including new retaining walls), drainage works, vegetation management and other ancillary works
- Closure of user worked level crossing (XB001) located to the south of Donabate
- Temporary compounds along the route



OHLE Supporting Posts at Rogerstown Viaduct



Preferred Option for Balbriggan Viaduct

# Preferred Option

- General Linear Works, including:
  - Electrification
  - Electrical substations
  - Signalling
- Dublin City to Malahide, including works around:
  - Clongriffin Station
  - Howth Junction & Donaghmede Station
  - Malahide Station
  - Fairview Depot
- Malahide to Drogheda, including works around:
  - Malahide, Balbriggan, Rogerstown and Laytown Viaducts
  - Interventions at overbridges to provide OHLE clearances
  - User Worked Level Crossing, XB001
  - Drogheda MacBride Station
  - Drogheda Depot



Example of a typical substation

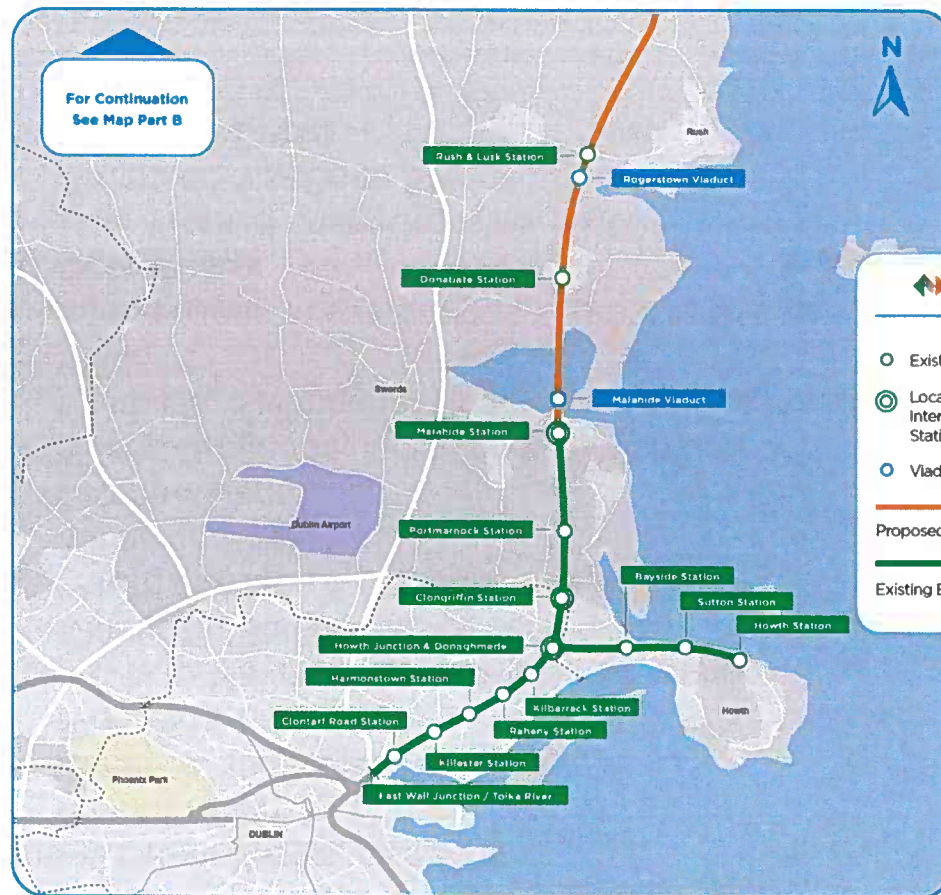


Typical Signalling Infrastructure

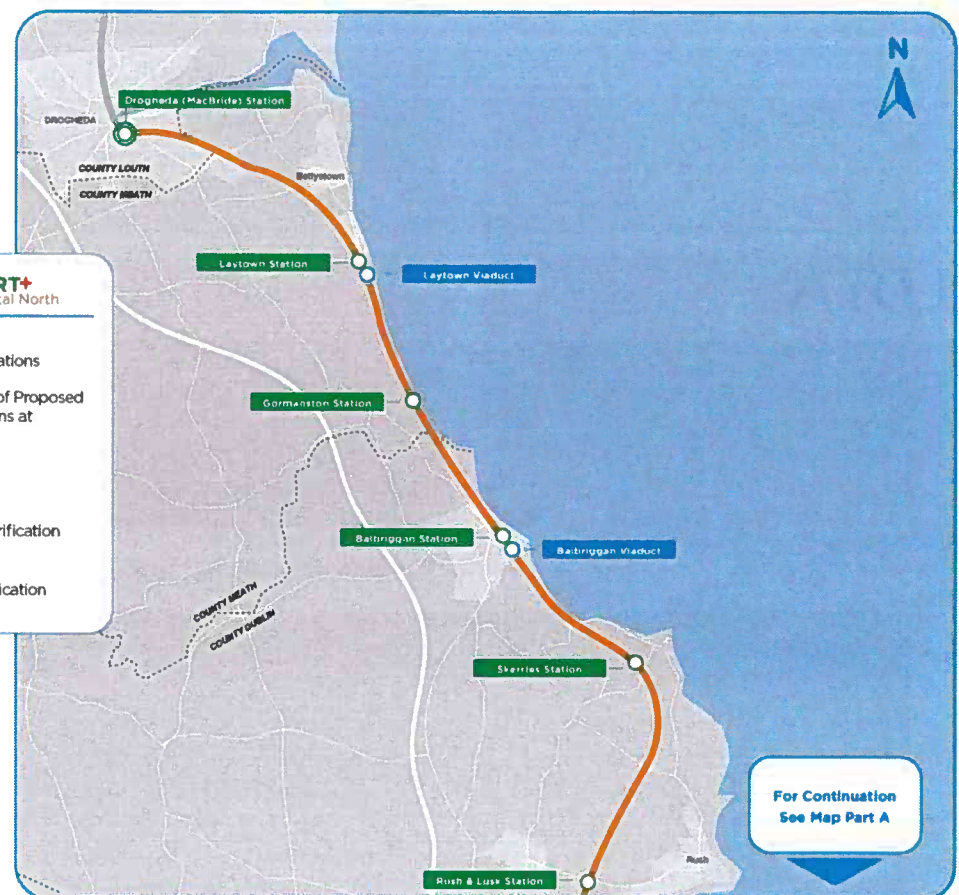


# DART+ Coastal North Route Map

Map Part A



Map Part B



# Signalling & Telecommunications

- Upgrade of the existing signalling system & replacement of some legacy components, including:
  - Signalling upgrades and additional signalling between Malahide and Drogheda
  - Minor signalling changes between East Wall Junction (Tolka River) and Malahide
  - Provision of Signalling Equipment Buildings (SEB), c. 12m x 4m x 2.6m
- Upgrades to telecommunications systems route wide, including:
  - Telecommunications Equipment Rooms (TER)
- SEBs/TERs are typically fenced off as they need to be secure



Typical Equipment Cabins (SEB & TER)



# Dublin City to Malahide – Key Interventions

- Existing railway within this section is already fitted with OHLE
- Only minor changes to signalling and telecommunications envisaged
- Main interventions include:
  - Clongriffin Turnback
  - Howth Junction & Donaghmede Station
  - Malahide Turnback





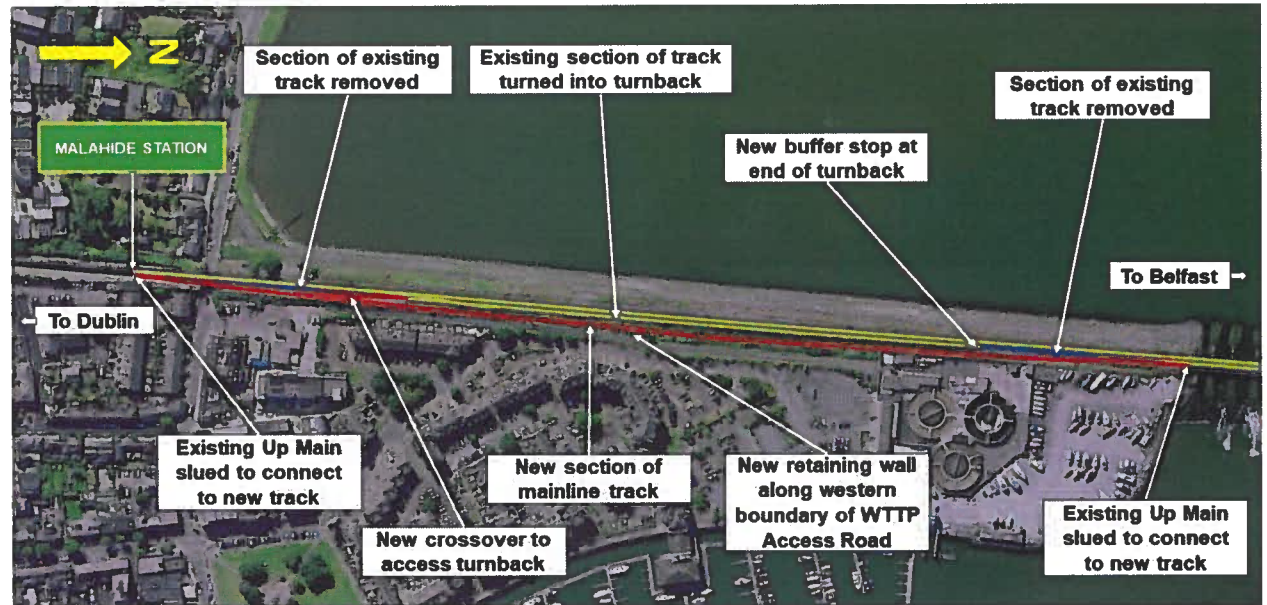
# Clongriffin Turnback

- Track modifications to facilitate the increase in train services, allowing trains to be turned back, clear of continuing services on separate tracks
- New loop to serve a platform to the east side of the station, within the existing railway corridor
- Proposed to use the platform face constructed when station was built
- Retaining structure needed to the east of the station to facilitate the new loop
- Local modifications and additions to OHLE and signalling are required
- Consultation with Shoreline Developments ongoing



# Malahide Turnback

- Works comprise track modifications to facilitate the increase in train services, by allowing trains to be turned back clear of continuing services on separate tracks
- Introduce a turnback immediately north of Malahide Station between Strand Road Underbridge and Malahide Viaduct
- Located between two running lines – necessitating the existing up line to be slewed to the east between the two bridges
- Existing embankment to the east needs to be widened – achieved by retaining structure alongside the realigned track
- New OHLE, signalling and modifications to existing systems required
- Works required in proximity to Wastewater Treatment Plant, with potential interference to 3<sup>rd</sup> party property rights, consultation ongoing with Marina Village, Uisce Éireann





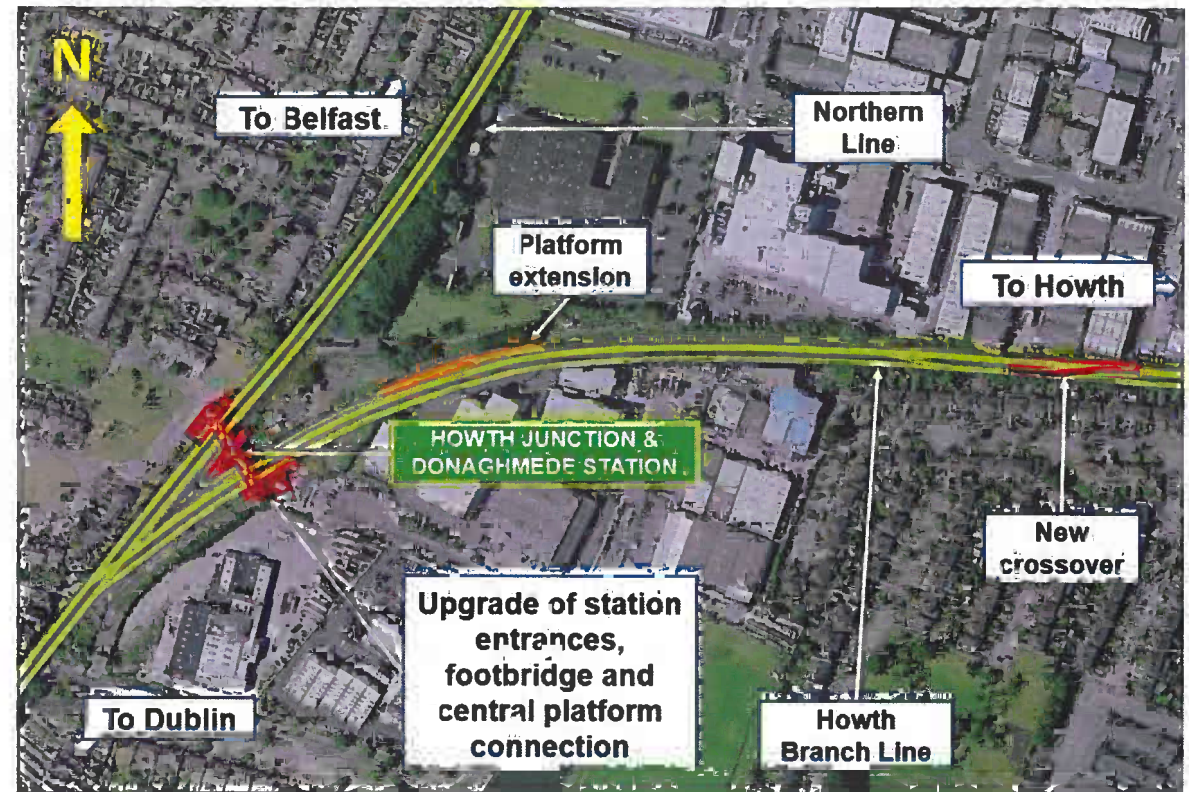
# Howth Junction & Donaghmede Station

Mainline works include:

- Construction of an extension to the existing Platform 2 and some associated track modifications
- Construction of a new crossover east of the platforms
- Alterations to existing OHLE, signalling and telecoms

These works are needed, as:

- The existing crossing conflicts currently constrain capacity and train frequency on the network
- The changes will enable the operation of both
  - DART shuttle service on the Howth Branch line as required during peak times; and/or
  - A direct through service to/from Dublin City Centre
- This allows for the capacity and frequency of DART+ services on both the Northern and Howth Branch lines to be maximised
- Enables a more frequent and reliable service on Howth Branch, operating every 10 minutes each way
- Interchange introduced will be facilitated by increased frequency of stopping trains on the Northern Line





# Howth Junction & Donaghmede Station Improvement Works

- In direct response to feedback from PC1, a variety of significant modification works are proposed at the station to:
  - Improve passenger experience generally
  - Develop the station to better serve as an interchange station
- Works include:
  - Upgrades to the footbridge
  - New central connection to the centre platforms
  - Improvements to the station entrance
  - Lighting, signage and finishes throughout



Visualisations of the proposed Station Works

# 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
- Reliability of Howth Branch would increase with proposed DART Shuttle service – trains would no longer be susceptible to delays on Northern Line
- Traffic assessment has concluded that:
  - Barrier controlled crossings can continue to provide an appropriate level of connectivity and accessibility whilst meeting the increased DART service frequency requirement
  - Assessment based on observed traffic survey data and application of best practice methodology and industry standard software (LinSig); level crossing closure times were simulated and showed that:
    - Likelihood of vehicles, pedestrians and cyclists incurring delay increased due to increased frequency of level crossing closures
    - There will be an impact on queue lengths in the study area – in some cases queue lengths may reduce, in others queue lengths increase
    - Sensitivity analysis shows that queue lengths are predicted to remain within available traffic queueing road space in all cases



View at Sutton Level Crossing

# Fairview Depot

- Localised minor works to modify the facilities to cater for changes in rolling stock
- Modifications include:
  - Provision of new cleaning platforms on the sidings to the east side of the mainline, along with associated walkways and services
  - Provision of suitable access and services for cleaning staff internal to the building

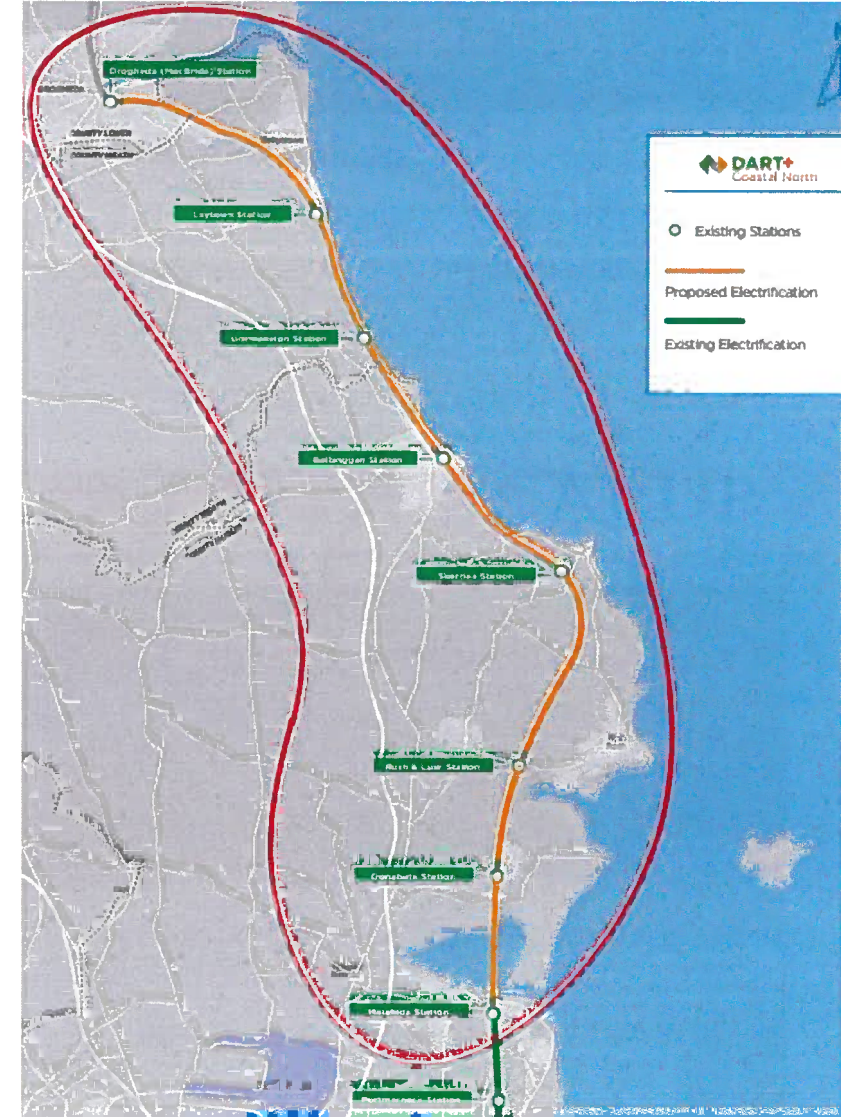


View into Fairview Depot



# Malahide to Drogheda

- Malahide Station to Drogheda MacBride Station
- Main interventions include:
  - General linear works as described previously, including electrification of the line from Malahide to Drogheda, bridge clearance works, signalling and telecommunications upgrades
  - Provision of turnback facilities at Drogheda MacBride Station



## Malahide to Drogheda Extents

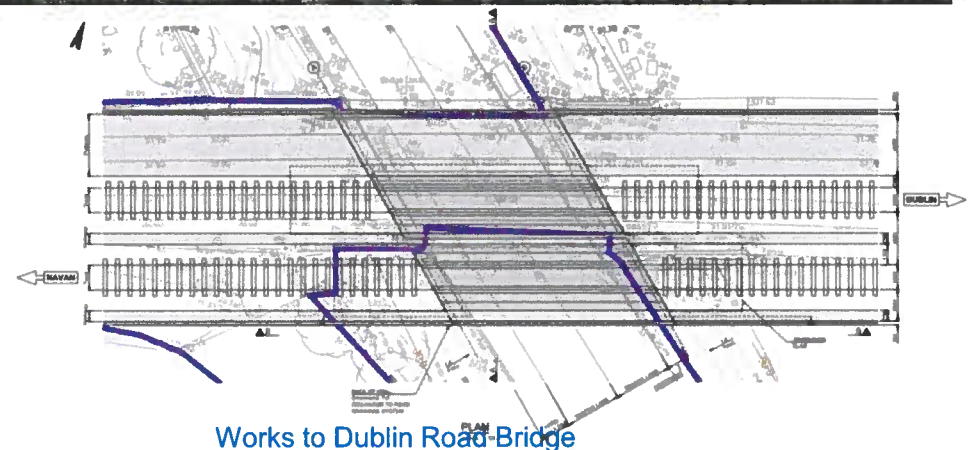
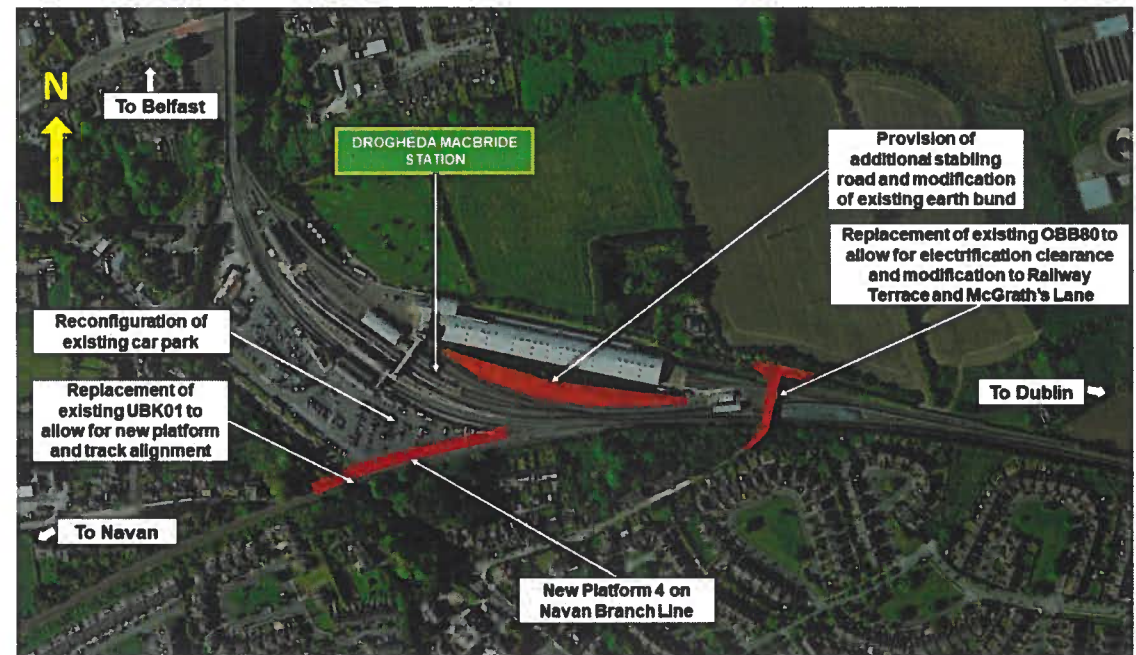
# Works around Drogheda MacBride Station

## Turnback

- Provision of turnback to allow a greater number of services to turn back at Drogheda and return to Dublin
- New siding on Drogheda freight siding to turnback services
  - New platform will extend over the Dublin Road Underbridge (UBK01), necessitating widening of the bridge
  - At grade access to be provided between new platform and existing Platform 1; new gateline will likely be installed
  - Drogheda freight siding will be slewed (realigned) and railway infrastructure modified as necessary
- New stabling track/siding, located adjacent to the existing landscape bund

## UBK01 – Dublin Road Bridge

- Widening of the bridge to facilitate a shift of the tracks to the south and provision of a new platform on the northern side of the tracks above the bridge
- Locations of the abutments are not expected to be adjusted as part of these proposals





# Works around Drogheda MacBride Station

- **Drogheda Depot**
  - Localised modifications to the depot facilities to cater for changes in rolling stock
  - Changes predominantly internal to the existing depot buildings
  - Some localised exterior changes to tracks and railway systems
  - Depot at Drogheda will be electrified with OHLE
- **Overbridge OBB81 (Drogheda Station Footbridge)**
  - replacement of the bridge superstructure with a profiled soffit to provide sufficient clearance for OHLE
  - cost-effective solution, reduces disruption to services, maintains visual character of station
- **Canopy Modifications**
  - Minor modifications to the Drogheda MacBride Station canopy to accommodate OHLE
- **Overbridge OBB80/80A/80B (carrying Railway Terrace)**
  - Removal of the existing bridge structure and construction of a new bridge in its place
  - Roads along McGrath's Lane and Railway Terrace will need to be raised and potentially widened to facilitate tie in with revised bridge levels



Works to Drogheda MacBride Station Footbridge



# DART+ Coastal North

## BEMU Update

# BEMU Update

- BEMU project – planning application submitted to Louth County Council in July 2022 for:
  - ESB/Traction Substation (2 no. compounds – one ESB, one Iarnród Éireann) at Marsh Road car park within station boundary
  - Electrical cabling works between the ESB/traction substation and overhead line charging infrastructure
  - Overhead Line Charging Infrastructure at 2 no. platforms and 1no. Depot track
- Final Grant of Planning issued by Louth County Council in February 2023
- Work now progressing on design development and procurement



Proposed BEMU Substation – Elevation looking west



# DART+ Coastal North Consultation Update



# Consultation Update

- Public Consultation
  - Preparations for PC2 well underway
  - This will present the Preferred Option
  - PC2 to commence in early May 2023
- Local Authority Consultations
  - Meetings held with all LAs
  - Specific meetings held in relation to key interventions – Malahide, Drogheda, Clongriffin, Howth Junction and Donaghmede, substations, etc
  - Meetings also held with key directorates (i.e. Heritage Officer, re heritage aspects of key interventions)
  - Further update meetings to be held in advance of PC2
- Landowners
  - 'Red line' boundary well defined
  - All affected landowners being identified and will be contacted in advance of PC2
  - Key meetings – such as Malahide Marina, Shoreline Developments, being arranged in advance of PC2
- Statutory Bodies and NGOs
  - EIA Scoping Report has issued to relevant stakeholders (informal scoping)
  - Meetings being arranged with relevant stakeholders as required – specialist assessments

# PC2 Format

- Preferred Option being presented in PC2
- Hybrid consultation format
  - 3 No. in person public consultation events
  - Online webinars
- In response to feedback from PC1
  - Leaflet distribution to be extended around Howth peninsula
  - Brochure, leaflets to be provided in key locations (LA offices) along the scheme extents
- Consultation period to extend for 6 weeks, from early May
- Virtual consultation room
  - Multi-media engagement tools
- All documentation available on project website, [www.dartplus.ie](http://www.dartplus.ie)
  - Project documentation
  - Brochure
  - Options Selection Report
  - Technical documentation
- Letters to potentially affected landowners and prescribed bodies





# DART+ Coastal North RO Update

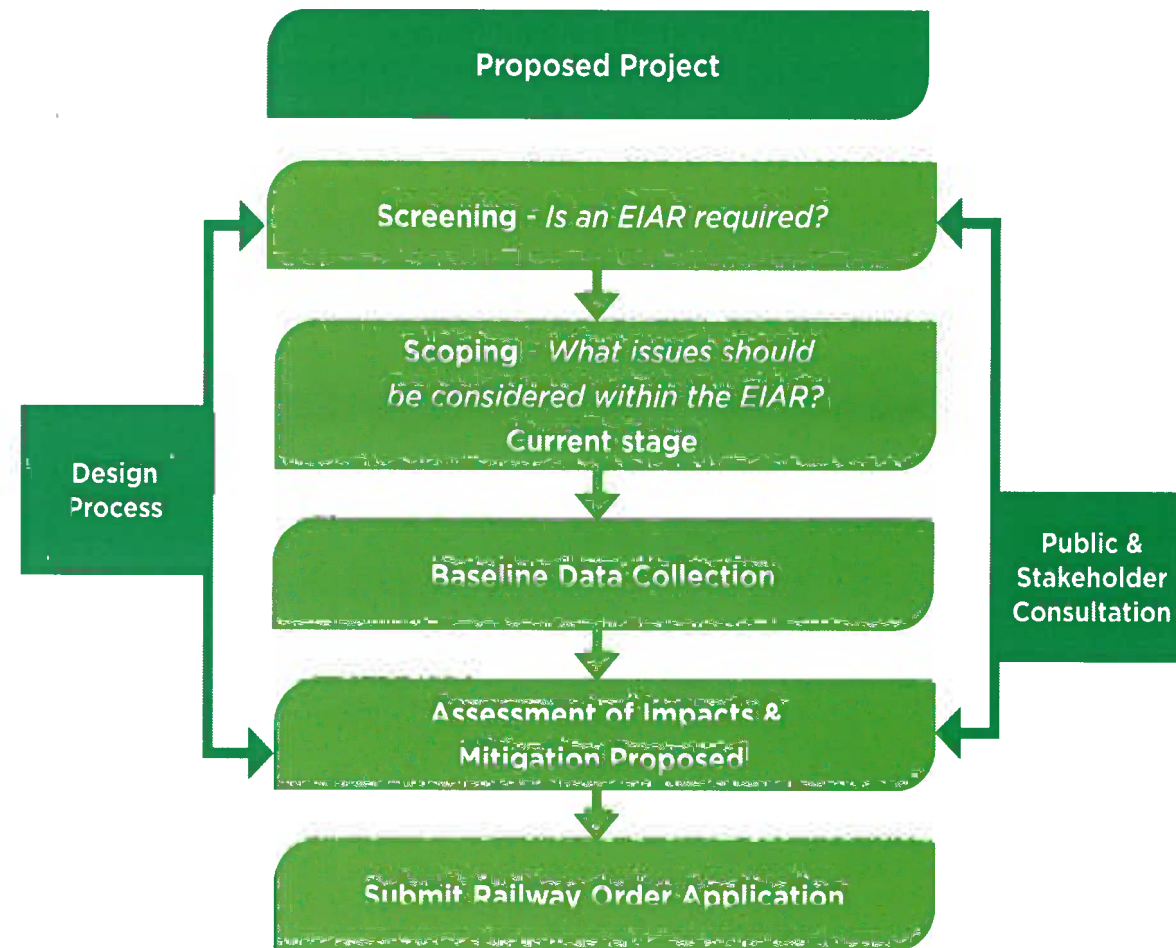


# EIAR Overview

- EIAR in preparation
- Baseline surveys nearing completion
  - Biodiversity surveys include:
    - Breeding bird and wintering bird surveys (second season of bird surveys has been done)
    - Habitat surveys completed
    - Invasive Species surveys completed
    - Mammal surveys (including badger surveys) completed
    - Bat surveys – summer and hibernation surveys completed
  - Traffic surveys ongoing
  - Noise surveys ongoing
  - Baseline photography for photomontages in planning – includes consultation with Las
  - EMF surveys ongoing
  - Water quality surveys planned for summer 2023
  - Architectural heritage – site surveys ongoing
  - Archaeology and cultural heritage – site walkovers complete
  - LVIA – site walkovers complete
  - Ground Investigations ongoing, nearing completion

# Format of the EIAR

- Grouped format structure proposed
- Emphasis on ensuring documentation is clear, concise and accessible
- Four proposed volumes
  - Volume 1 – Non Technical Summary
  - Volume 2 – Main text of EIAR
  - Volume 3 – Technical Figures
  - Volume 4 – Technical Appendices
- Technical appendices will include (among others):
  - Flood Risk Assessment
  - CEMP



The EIA Process leading to submission of Railway Order to An Bord Pleanála

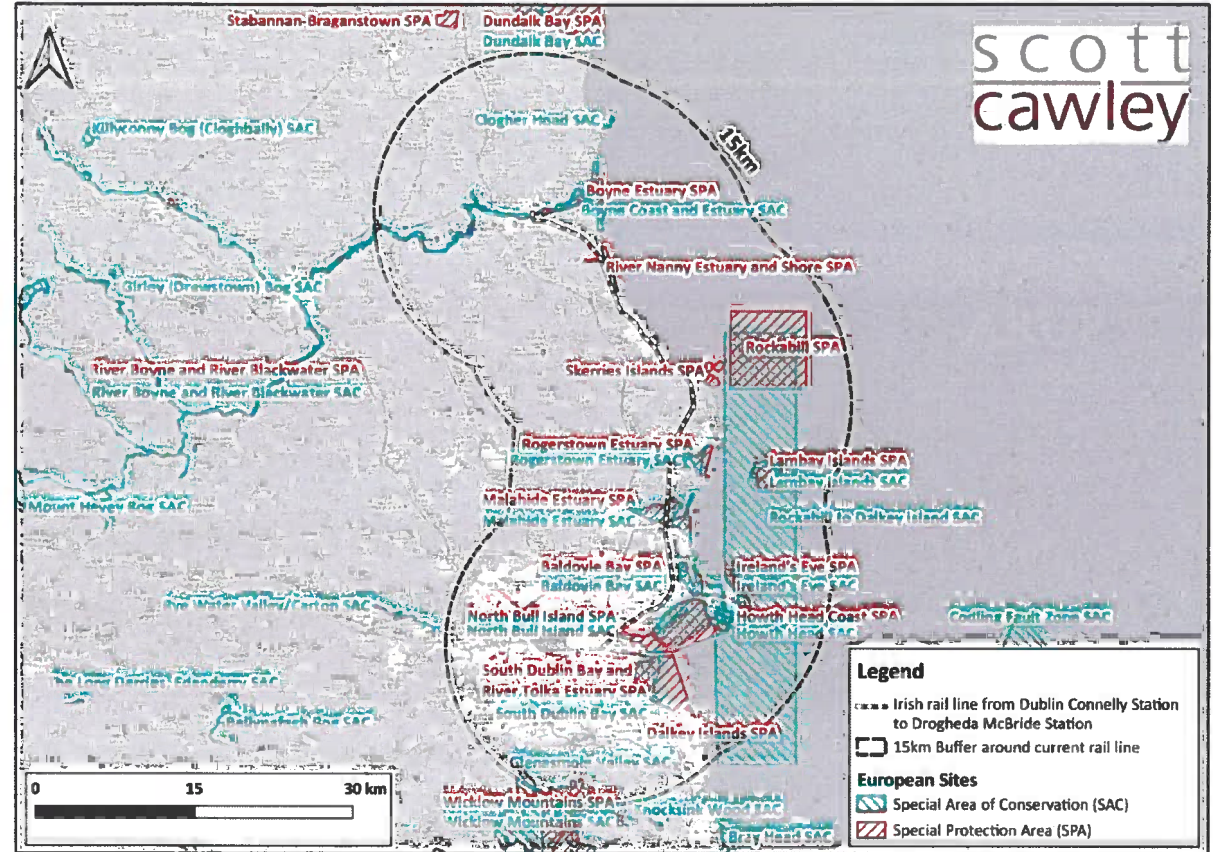
# Architectural Heritage Considerations

- Key interventions are planned to structures/areas of architectural heritage significance, including:
  - Drogheda MacBride Station – canopy, OBB81 footbridge, Dublin Road Bridge (UBK01), Overbridge OBB80/80A/80B (carrying Railway Terrace)
  - Modifications to Viaducts
    - Balbriggan Viaduct
    - Laytown Viaduct
    - Malahide Viaduct
    - Rogerstown Viaduct
  - Bridge Clearance Works
  - Bridge parapet modifications
- Design has progressed in full consultation with Architectural Heritage consultant to ensure proposed solutions are acceptable
- Meetings held with relevant LA's as design has progressed to ensure solutions are acceptable from an architectural heritage perspective
- Feedback has been positive and any recommendations are being considered



# 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



# CPO

- Significant amount of the works are within the existing railway boundary
- Some permanent land acquisition is required – for example for substations
- ‘Red line’ boundary is now well defined
- Impacted landowners being identified and consultation has commenced
- Temporary acquisition is required for construction compounds, access, etc
- Any environmental mitigation areas to be included within ‘red line’
- Process being agreed with CIE property and IE
- Assurance procedures key and will be rigorous



# 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
- Preparation for PC2 ongoing
- EIAR/AA/RO documentation ongoing

### Major Milestones

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

- Spring 2022 - Commence Public Consultation No.1 on Emerging Preferred Options;
- Spring 2023 - Commence Public Consultation No.2 on Preferred Option;
- Spring 2023 - Design freeze & planning submission preparation;
- Autumn 2023 - Government approval to lodge RO
- Autumn/Winter 2023 - Submit Railway Order Application to An Bord Pleanála

# DART+ Programme

## ABP Meeting Schedule



# Proposed Meeting Schedule

Meeting No.	Proposed Agenda	Timing
PAC No. 4	1. Construction Methodology & Strategy & Construction Impacts	May 23
	2. AA & Biodiversity	
	3. EIA Update focus on LVIA, Climate Change, Traffic & Transportation and Noise Impacts	
	4. Approach to Cumulative Assessment	
	5. Feedback from PC2	
PAC No. 5	1. Design Update	Jul 23
	2. EIA, AA and RO Update	
	3. Railway Order Approach & Requirements	
	4. Property/Residential Amenity	
PAC No. 6	1. Presentation of final RO package (notices, logistics, sequencing etc.)	Aug/Sep 2023



# DART+ Programme Legal Statement

# DART+ Programme, Legal Statement

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**From:** Clodagh O'Donovan <[Clodagh.ODonovan@arup.com](mailto:Clodagh.ODonovan@arup.com)>  
**Sent:** Tuesday, June 13, 2023 11:10 AM  
**To:** Niamh Thornton <[n.thornton@pleanala.ie](mailto:n.thornton@pleanala.ie)>  
**Cc:** Gillian Sisk <[Gillian.Sisk@arup.com](mailto:Gillian.Sisk@arup.com)>; Stephen Hyland <[Stephen.Hyland@arup.com](mailto:Stephen.Hyland@arup.com)>; Patrick Conway (IE) <[patrick.conway1@irishrail.ie](mailto:patrick.conway1@irishrail.ie)>; Paul Wilcock <[paul.wilcock@irishrail.ie](mailto: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, 15<sup>th</sup> June.

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

Clodagh O'Donovan  
she/her/hers  
Director

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Cork, T12 X8N6, Ireland  
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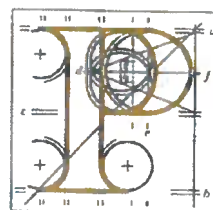
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**Our Case Number:** ABP-311802-21



**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 17<sup>th</sup> 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.

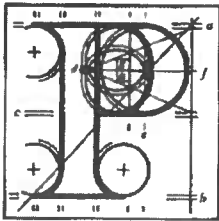
Yours faithfully,

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	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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



An  
Bord  
Pleanála

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

<b>Representing An Bord Pleanála</b>
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
<b>Representing the Prospective Applicant</b>
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 23<sup>rd</sup> June, 2023 and work the Railway Order documentation is in progress.

Public consultation No.2 commenced on 9<sup>th</sup> 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



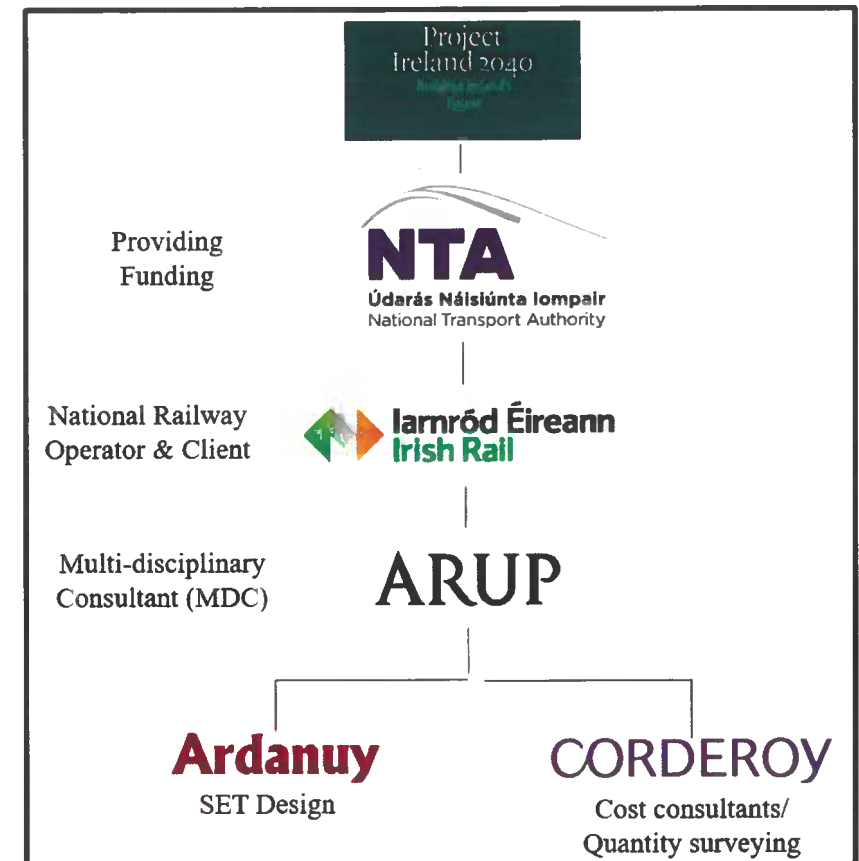
# DART+ Coastal North Team

## 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 23<sup>rd</sup> 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



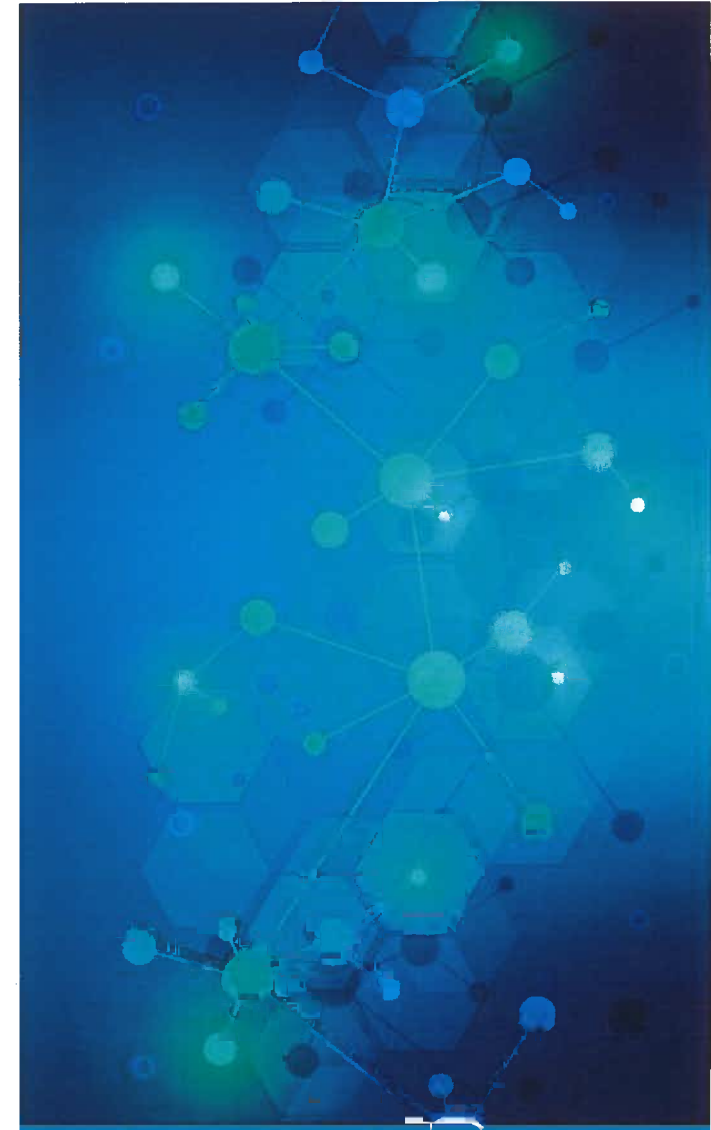
# General Consultation Update

- PC2 has commenced on 9<sup>th</sup> May, running to 23<sup>rd</sup> 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 09<sup>th</sup> May, due to close on 23<sup>rd</sup> June
- Presenting the Preferred Option
- All information provided on project specific website [www.dartplus.ie](http://www.dartplus.ie)
- Briefings to elected members and technical staff of Local Authorities
- 3 in person events held:
  - Marine Hotel, Sutton, 16<sup>th</sup> May
  - D Hotel, Drogheda, 18<sup>th</sup> May
  - St. Sylvester's GAA, Malahide, 23<sup>rd</sup> May
- One online webinar held on 30<sup>th</sup> 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

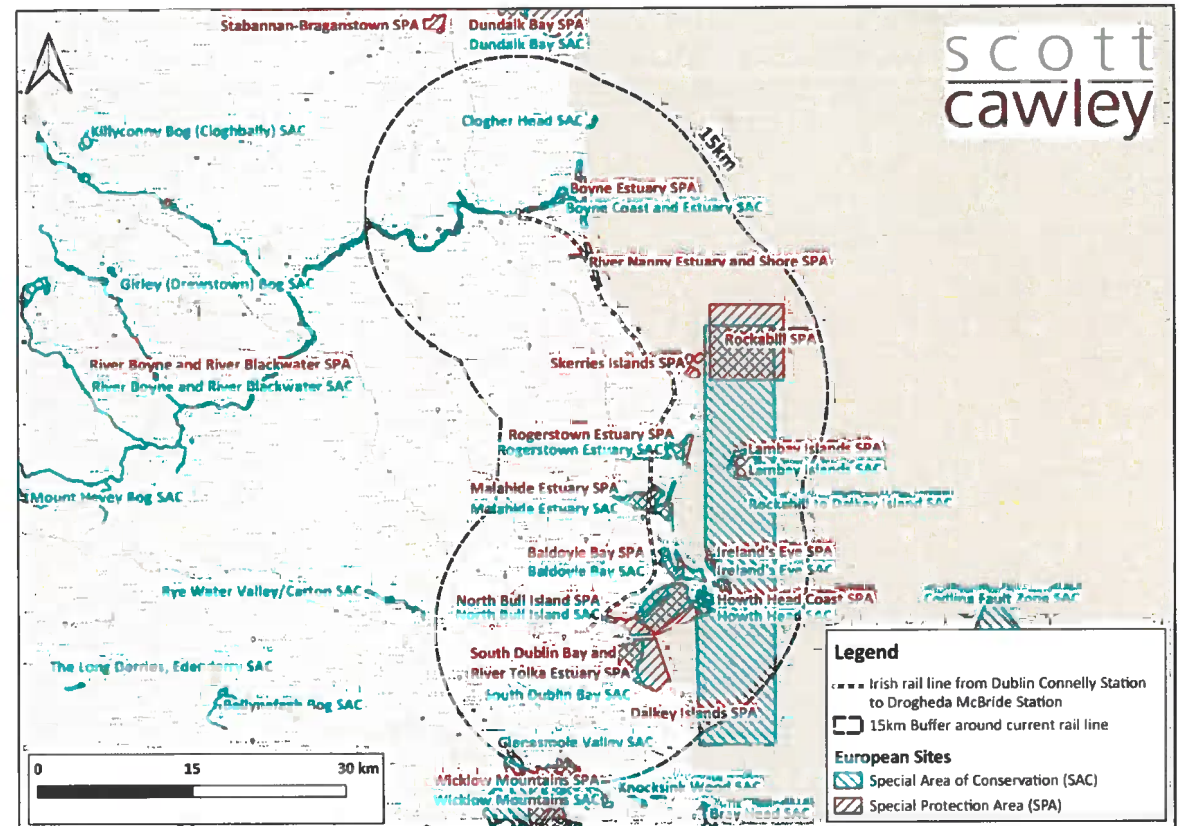


# DART+ Coastal North

## 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

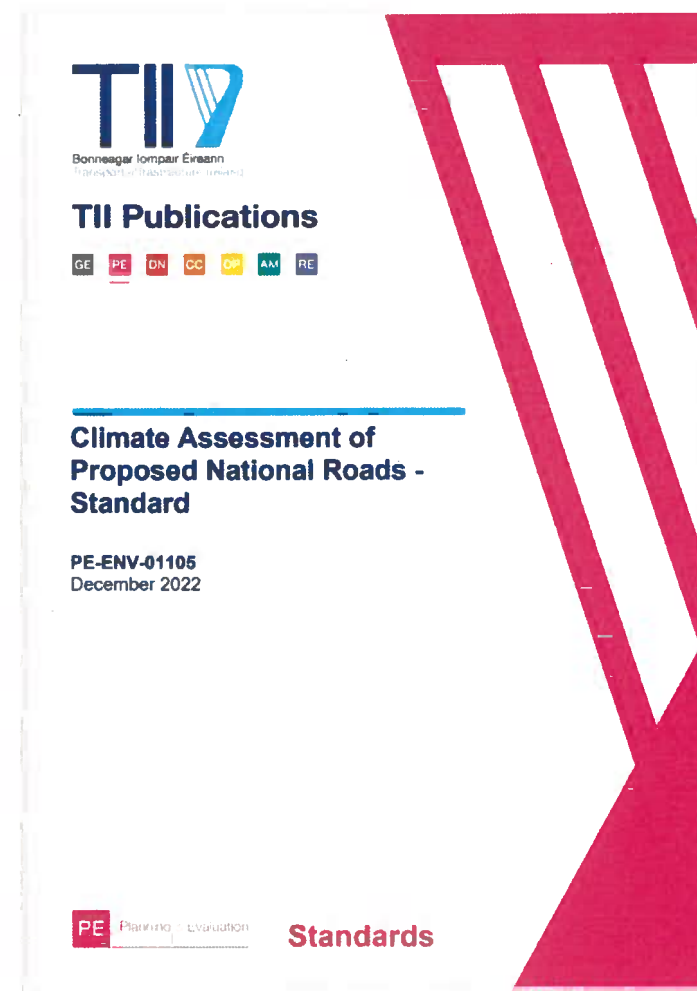
- Habitat loss and fragmentation – mitigation not required
- Habitat degradation – surface water – mitigation required
- Habitat degradation – invasive species – mitigation required
- Disturbance/displacement – mitigation not required
- Direct injury/mortality – mitigation required (birds only)
- Habitat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



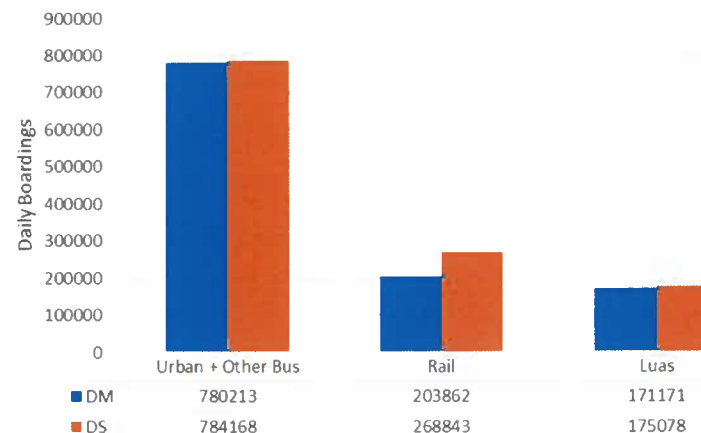
# Traffic & Transportation

## 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.

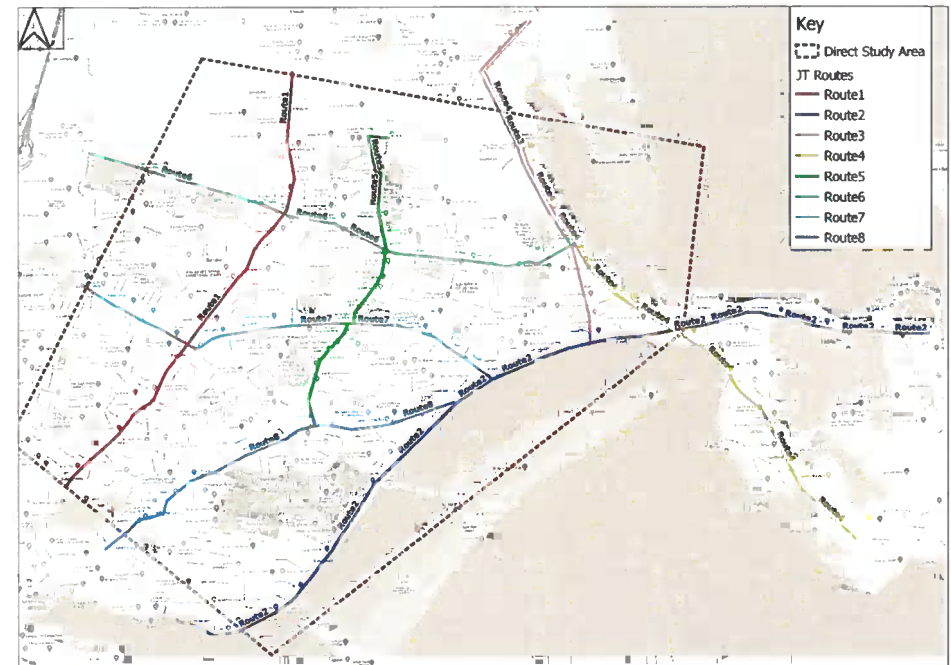
Impact on Journey Time – Negative slight medium-term (up to 15 years) effects

- 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

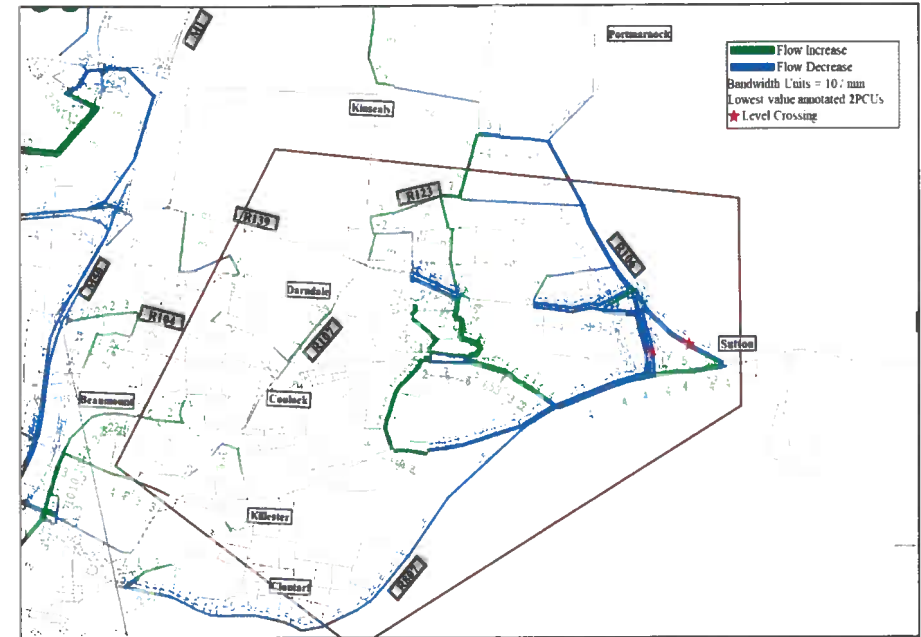
## OPERATIONAL IMPACT ASSESSMENT

### 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

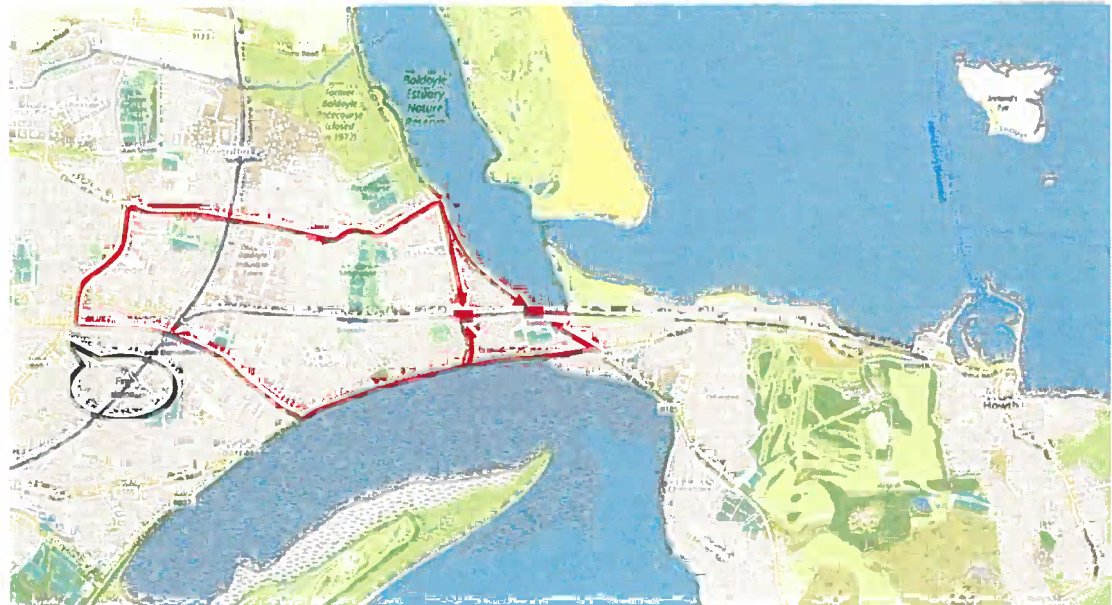
## OPERATIONAL IMPACT ASSESSMENT

### 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

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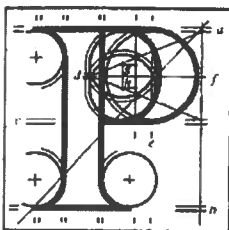
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Thank you





An  
Bord  
Pleanála

## Record of Meeting ABP-311802-21 5th 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>	5th		
<b>Date</b>	16/10/23	<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>
Paul Caprani, Assistant Director of Planning (Chair)
Conor McGrath, Assistant Director of Planning
Niamh Thornton, Executive Officer
Lauren Griffin, Executive Officer
<b>Representing the Prospective Applicant</b>
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 dark 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



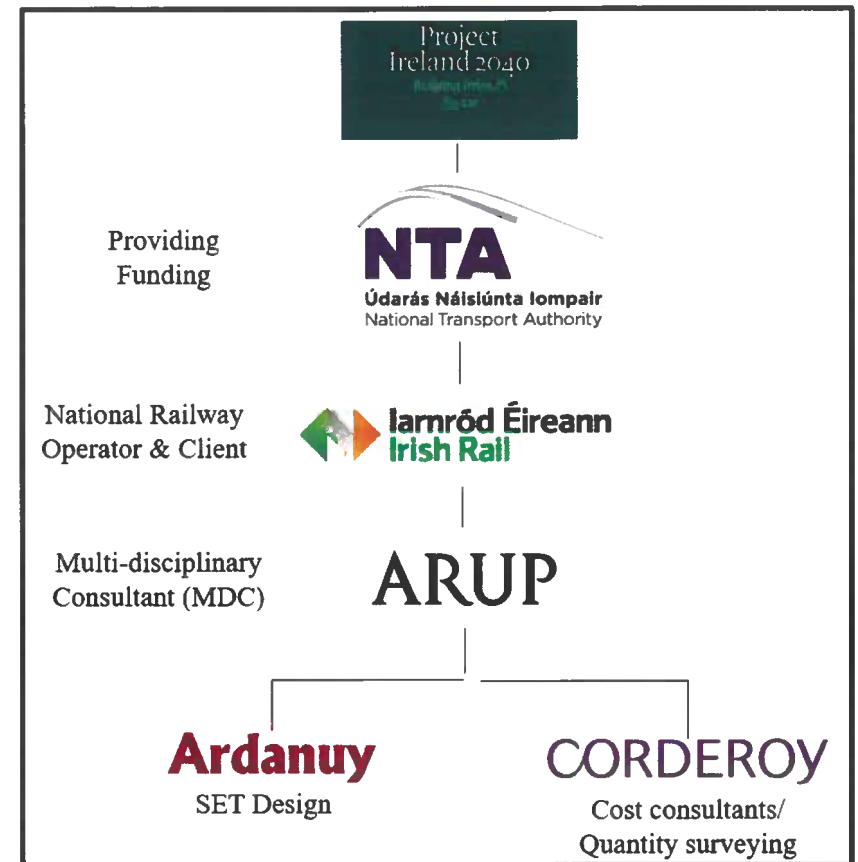
# DART+ Coastal North Team

## 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.

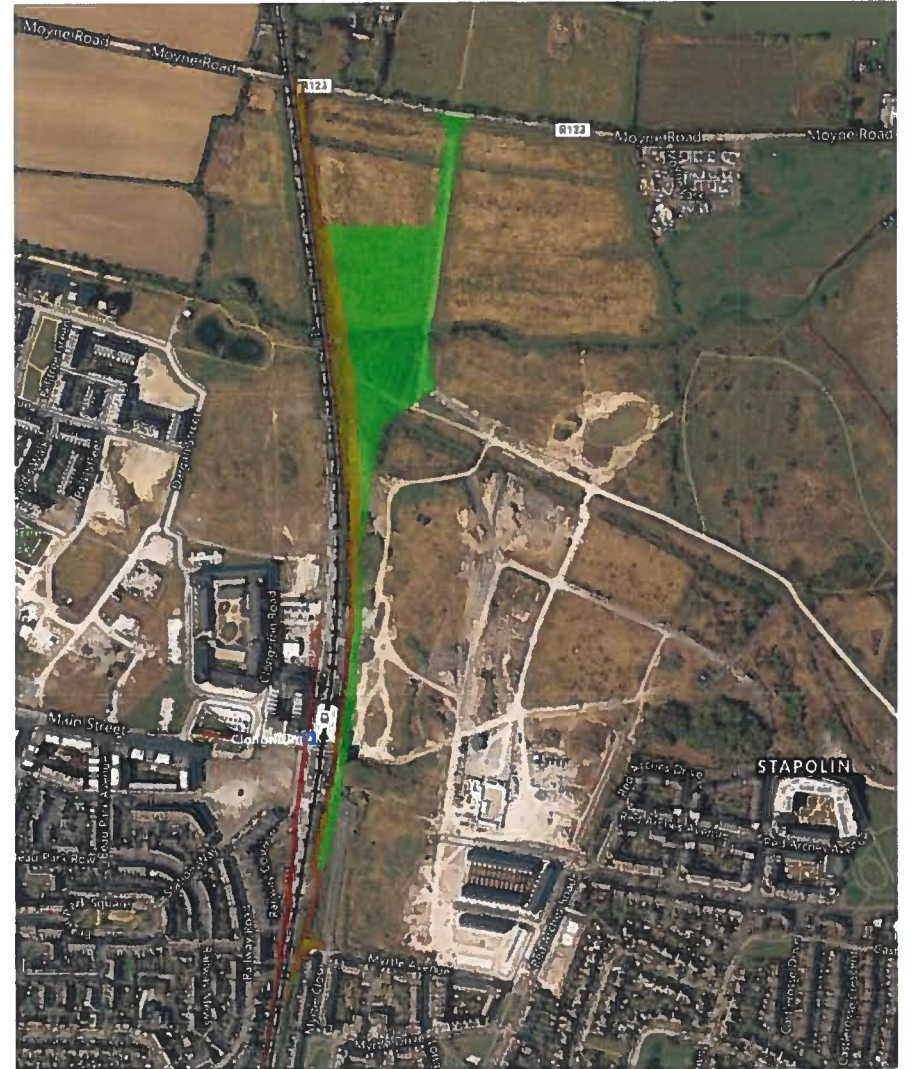


# DART+ Coastal North Design Update



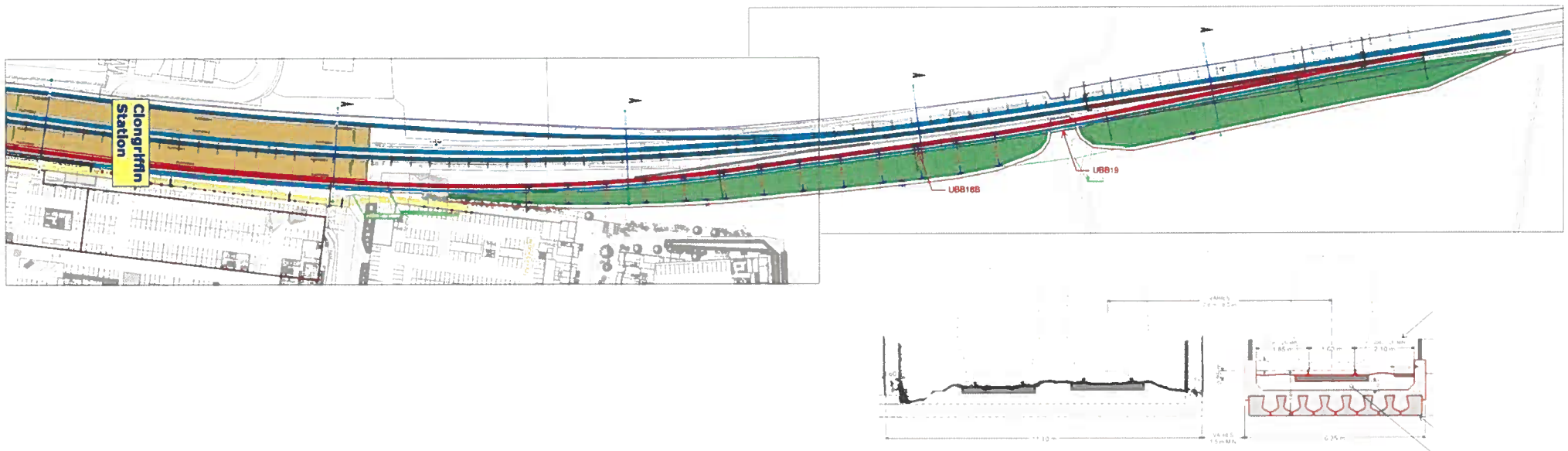
# Clongriffin Passing Loop

- 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



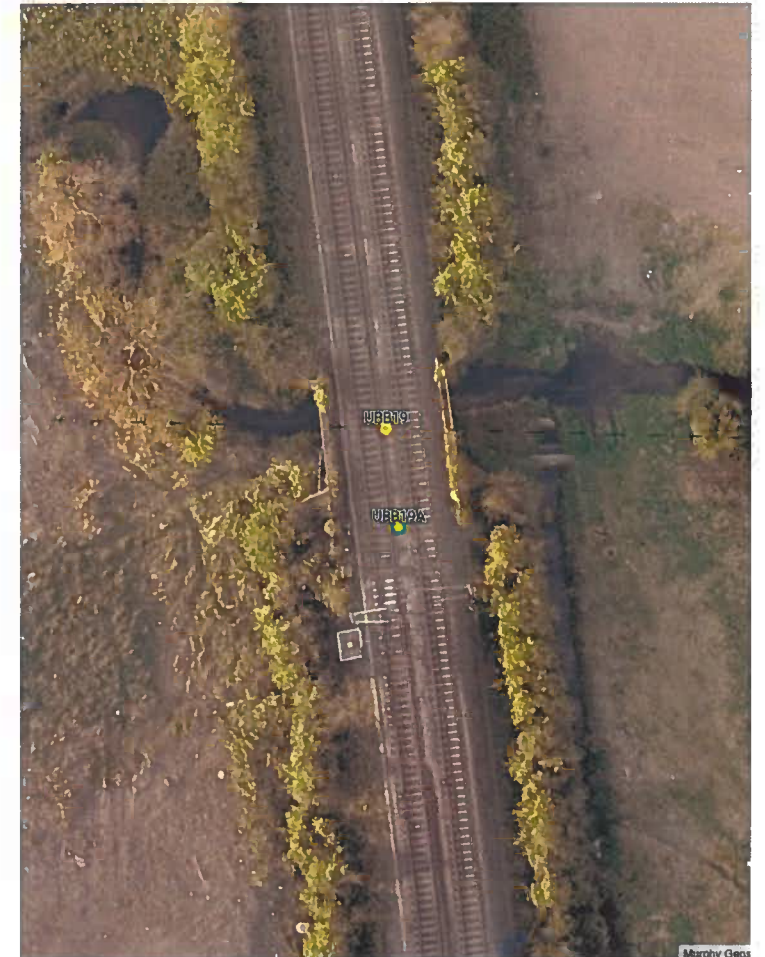
Track shifted east by a further ~2.5 m to position track wholly on new bridge deck.



## UBB19 – Mayne River Bridge

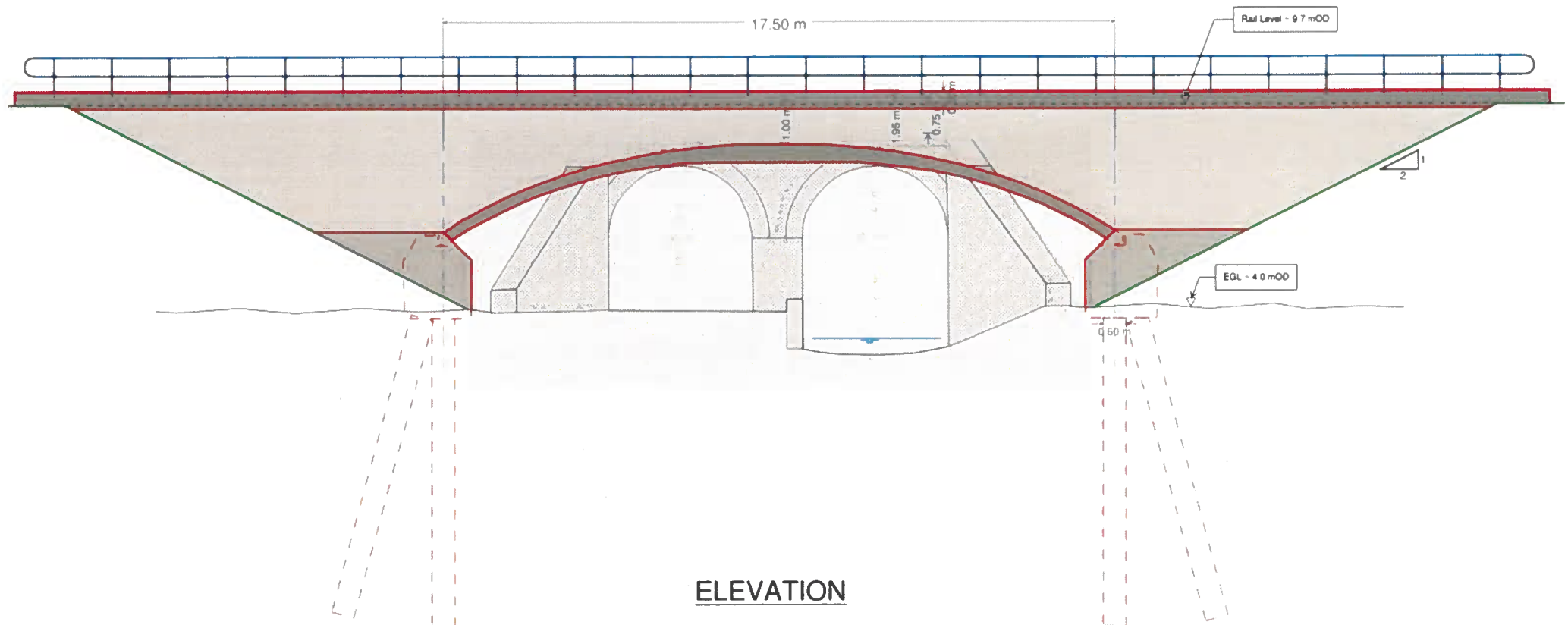
Serial Number	Description of technical object	Object type text	Miles	Yards	Bridge/Span/Culvert Function	Number of Spans	Span Length (m)
UBB19	19 Mayne River & Cattle Pass - Protected	Underbridge	5	1672	Multi-Span	2	3.708 m

- 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

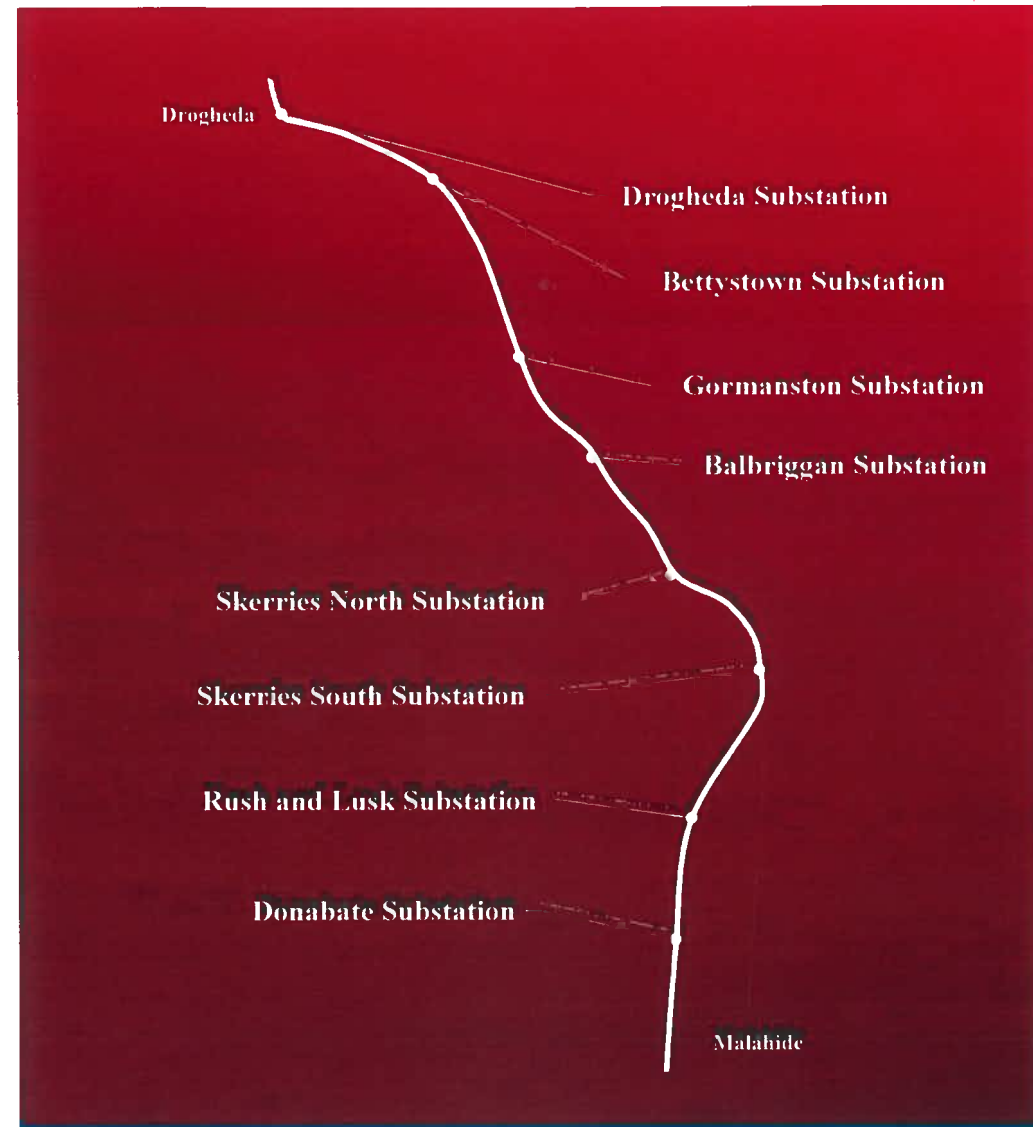


# DART+ Coastal North

## Substations & Access

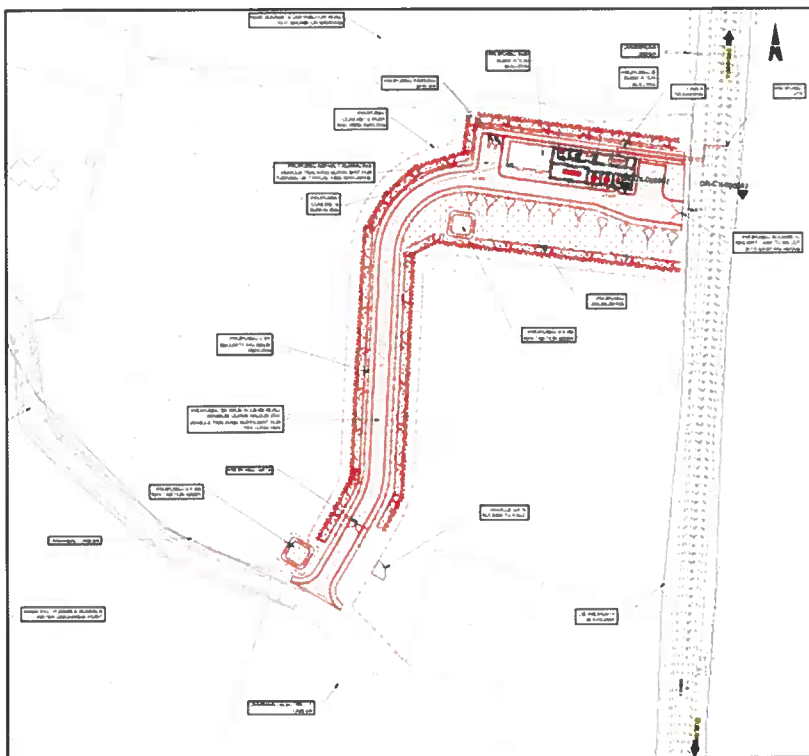
# Substations

- 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

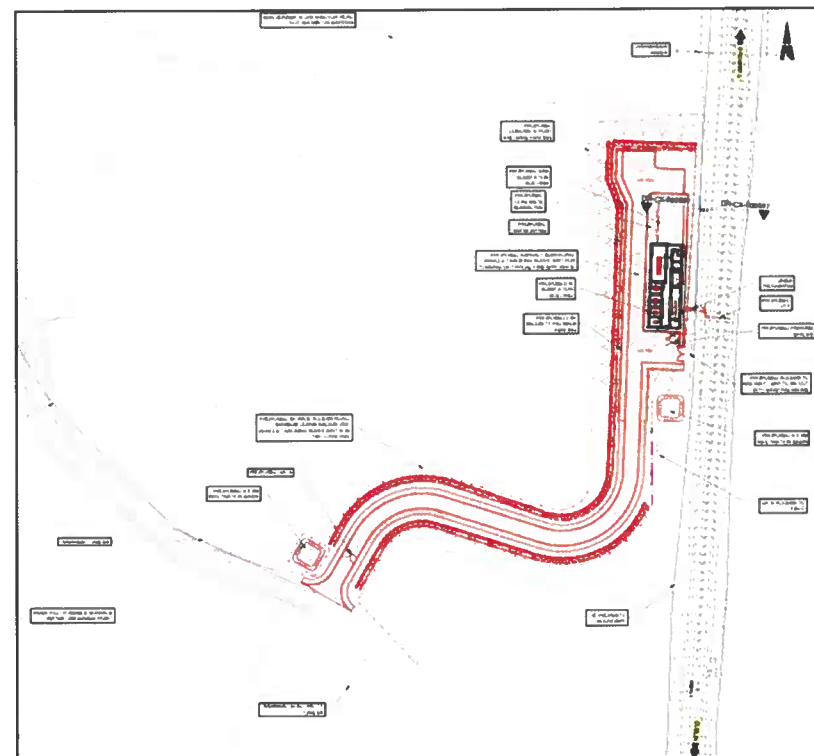




# Substations - Donabate



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

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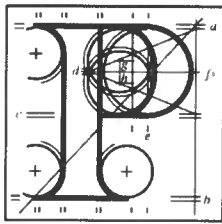
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Thank you





**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



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## **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.

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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.

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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.

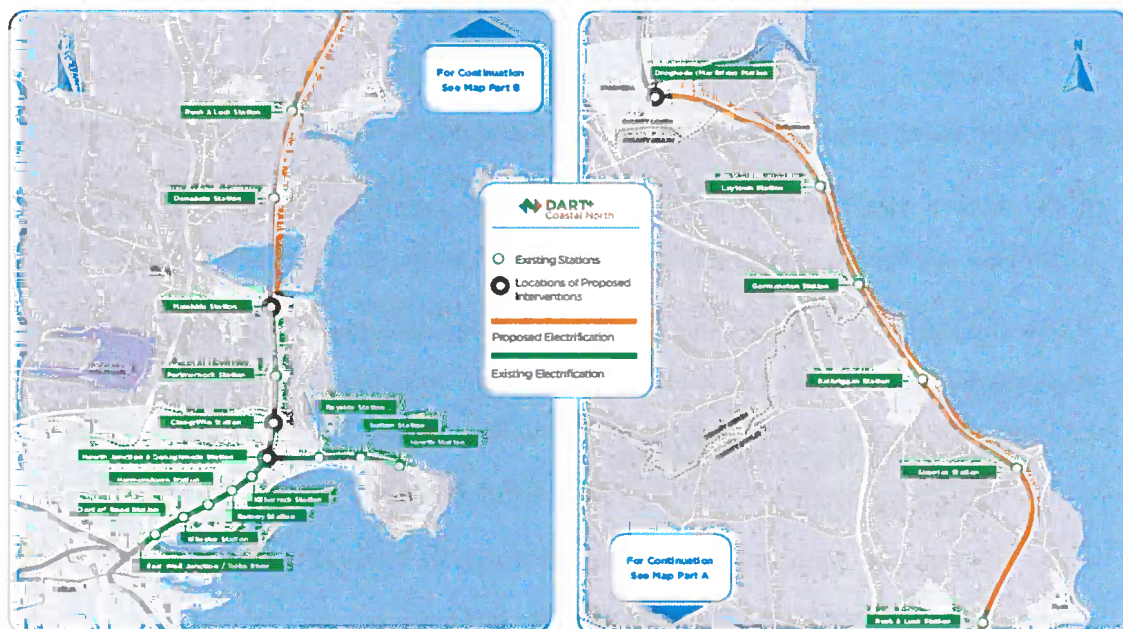
The development comprises the following elements:

- 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.

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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

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## 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.



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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 8<sup>th</sup> 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

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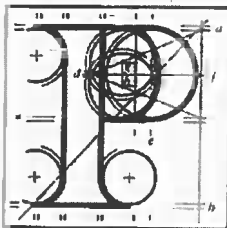
**Appendix 1:**

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**

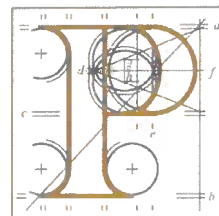


Chris McGarry

**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](mailto:laps@pleanala.ie).

**Teil**  
**Glaao Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel**  
**LoCall**  
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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

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### 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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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 6<sup>th</sup> 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](mailto: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 Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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**AN BORD PLEANÁLA**

**07 FEB 2023**

LTR DATED \_\_\_\_\_ FROM \_\_\_\_\_

LDG- \_\_\_\_\_

ABP- \_\_\_\_\_

**An Bord Pleanála**

**64 Marlborough Street**

**Dublin 1**

**Date:** 6<sup>th</sup> 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.

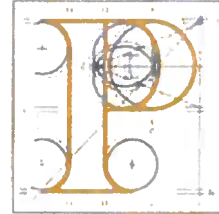
I trust the above is in order. If you have any queries, please do not hesitate to contact me directly.

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,

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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](mailto: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

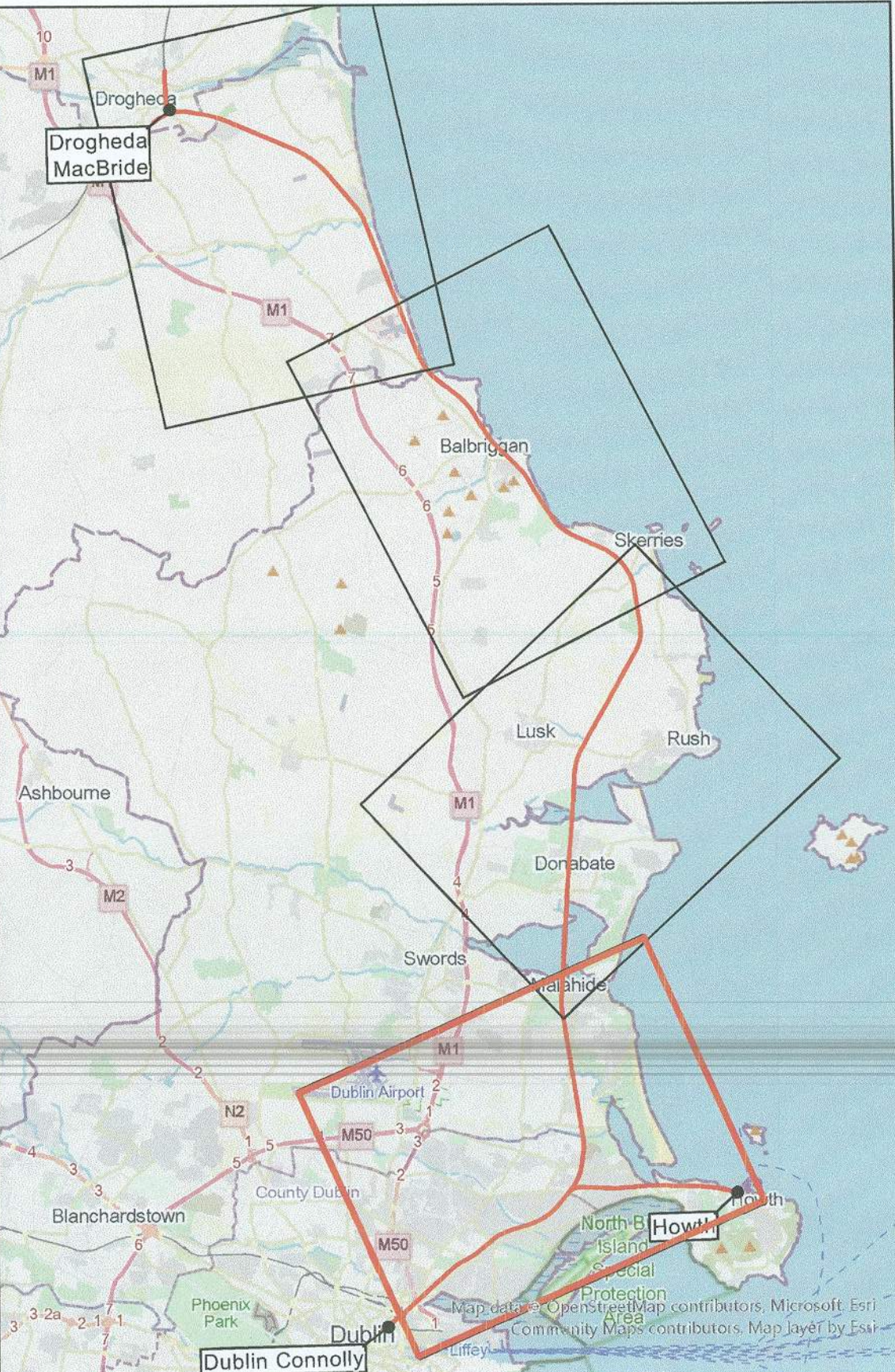
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902





Bridge No.	Bridge Name
OB810	Collins Avenue East / Killester Avenue cycleway
OB810A	Killester station footbridge
OB811	Carrying Madee 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:

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**DART+**  
Coastal North

**NTA**  
Údaráis Náisiúnta Taiscála  
National Transport Authority

**Transport Vision  
2040**

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

**Irish Rail**

Date  
SEPTEMBER 2021

Scale  
1:12500 @ A0  
1:25000 @ A2

Project Code  
D+WP58

Originator  
ARP

Engineering Designer

**ARUP**

Drawn  
DM

Checked  
DB

Approved  
GJ

GMS Code  
280275-00

Project Title  
**DART+ COASTAL NORTH**Drawing Title  
**Northern Line Site Location Map**Drawing File Name  
D+WP58-ARP-ZZ-NL-DR-RC-000001Sheet Number  
1 of 4Status  
IS3Rev  
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 Rogentown 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	Rogentown Viaduct/Estuary
UBB37	Ballyrobert/Rogentown
UBB40	Elfhallow/Stream
UBB42	Hartstown/Donabate 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: \_\_\_\_\_

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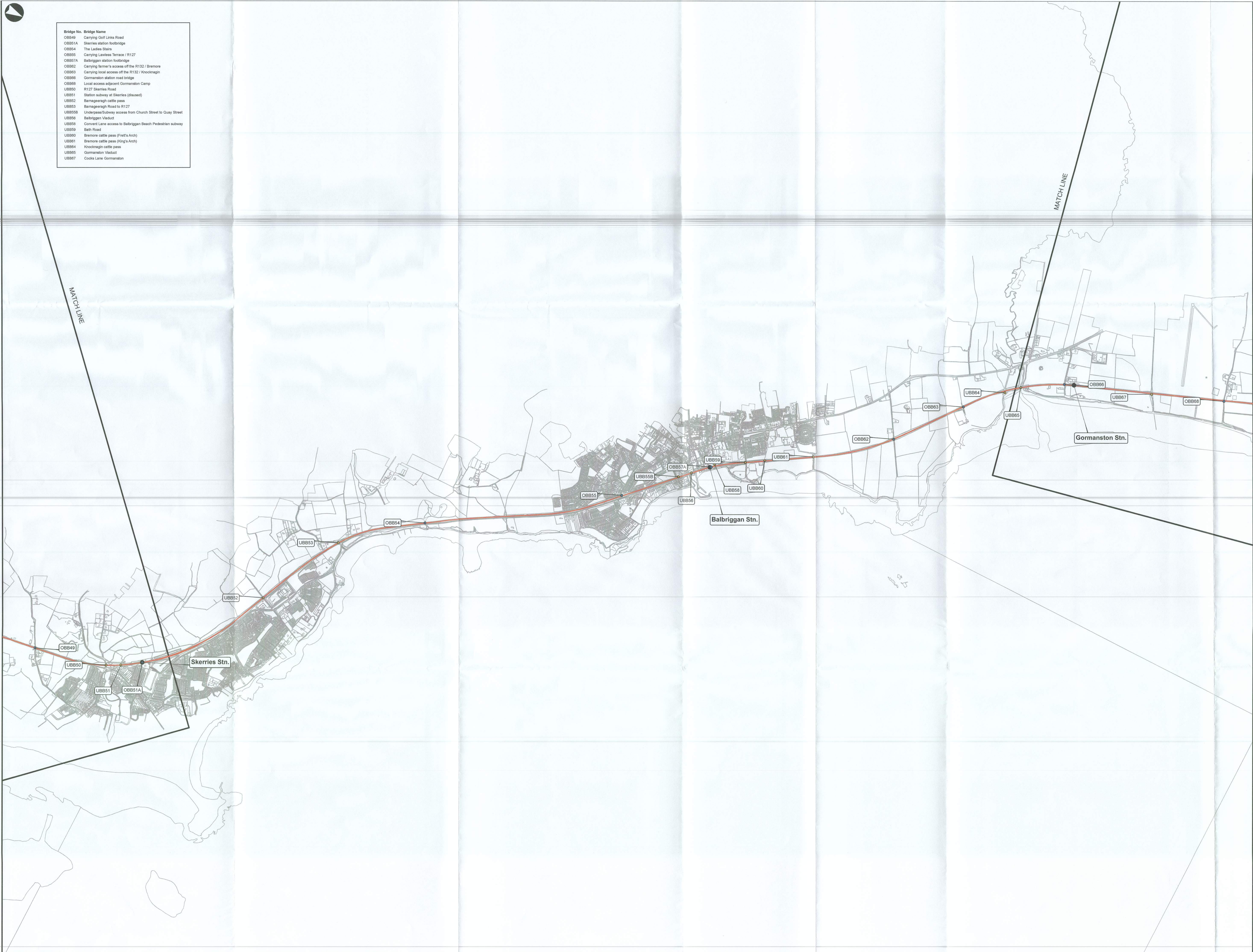
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P01	23/09/2021	FG	GJ	CB	
P02	23/10/2021	DM	DB	GJ	Updated to suit IE comments

Client	
Date	SEPTEMBER 2021
Project Code	D-WP56
Originator	ARP
Scale	1:12500 @ A0 1:25000 @ A2
QMS Code	280275-00

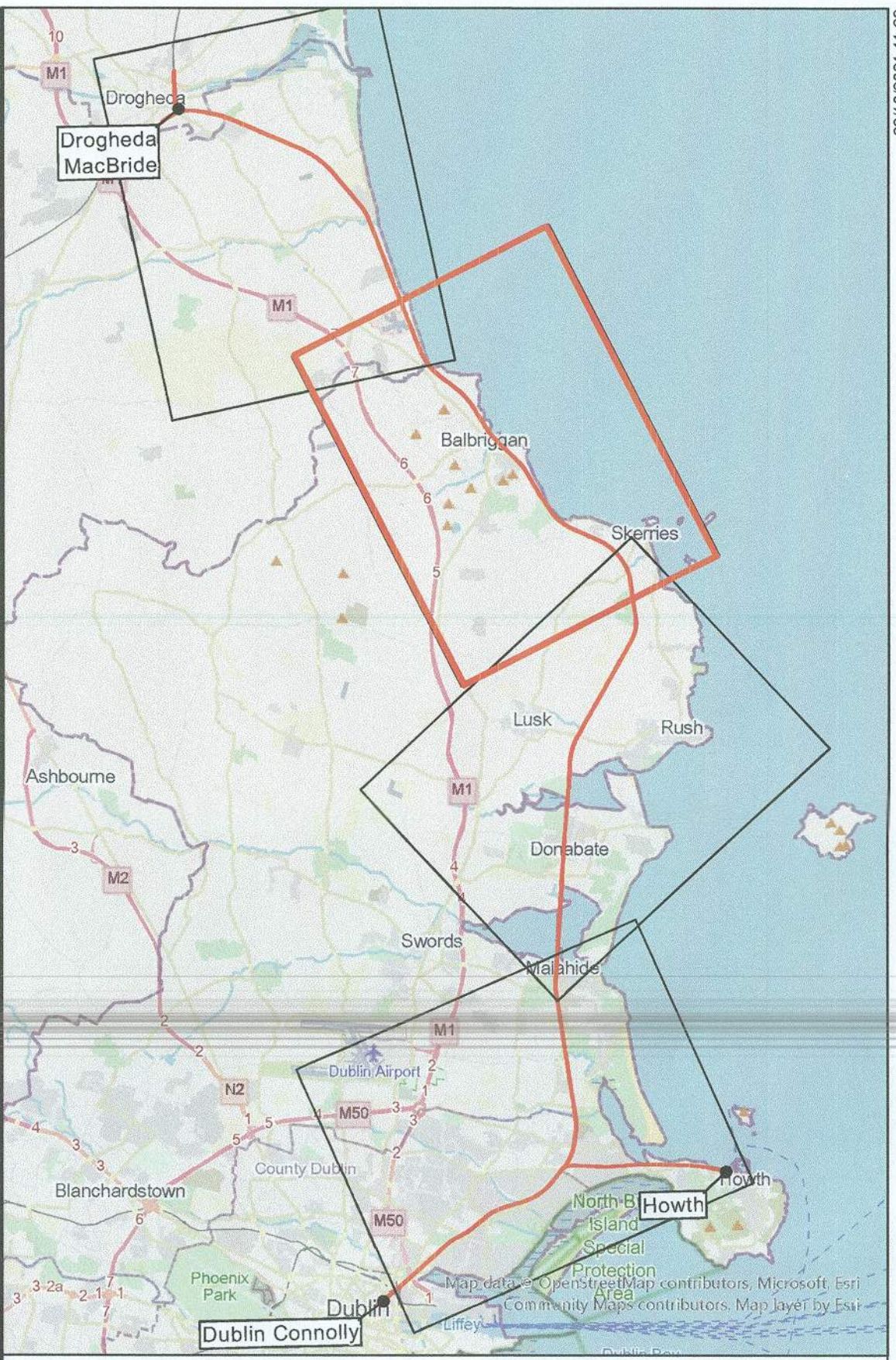
Engineering Designer	
Drawn	DM
Checked	DB
Approved	GJ

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	Carrying Golf Links Road
OBB51A	Skerries station footbridge
OBB54	The Ladies Slais
OBB55	Carrying Laneway Terrace / R127
OBB57A	Balbriggan station footbridge
OBB62	Carrying farmer's access off the R132 / Brenmore
OBB63	Carrying 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	Barnageeragh cattle pass
UBB53	Barnageeragh 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

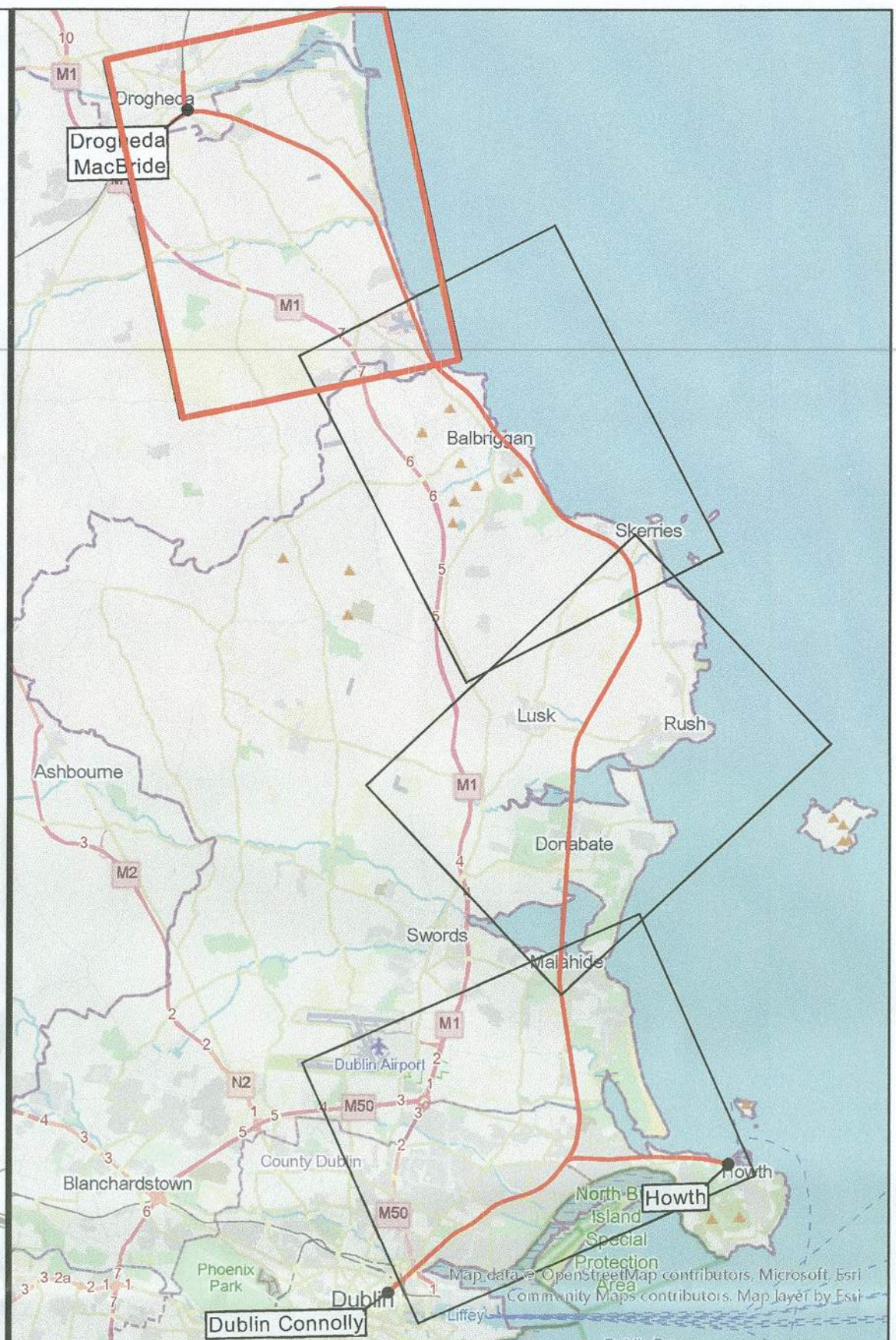
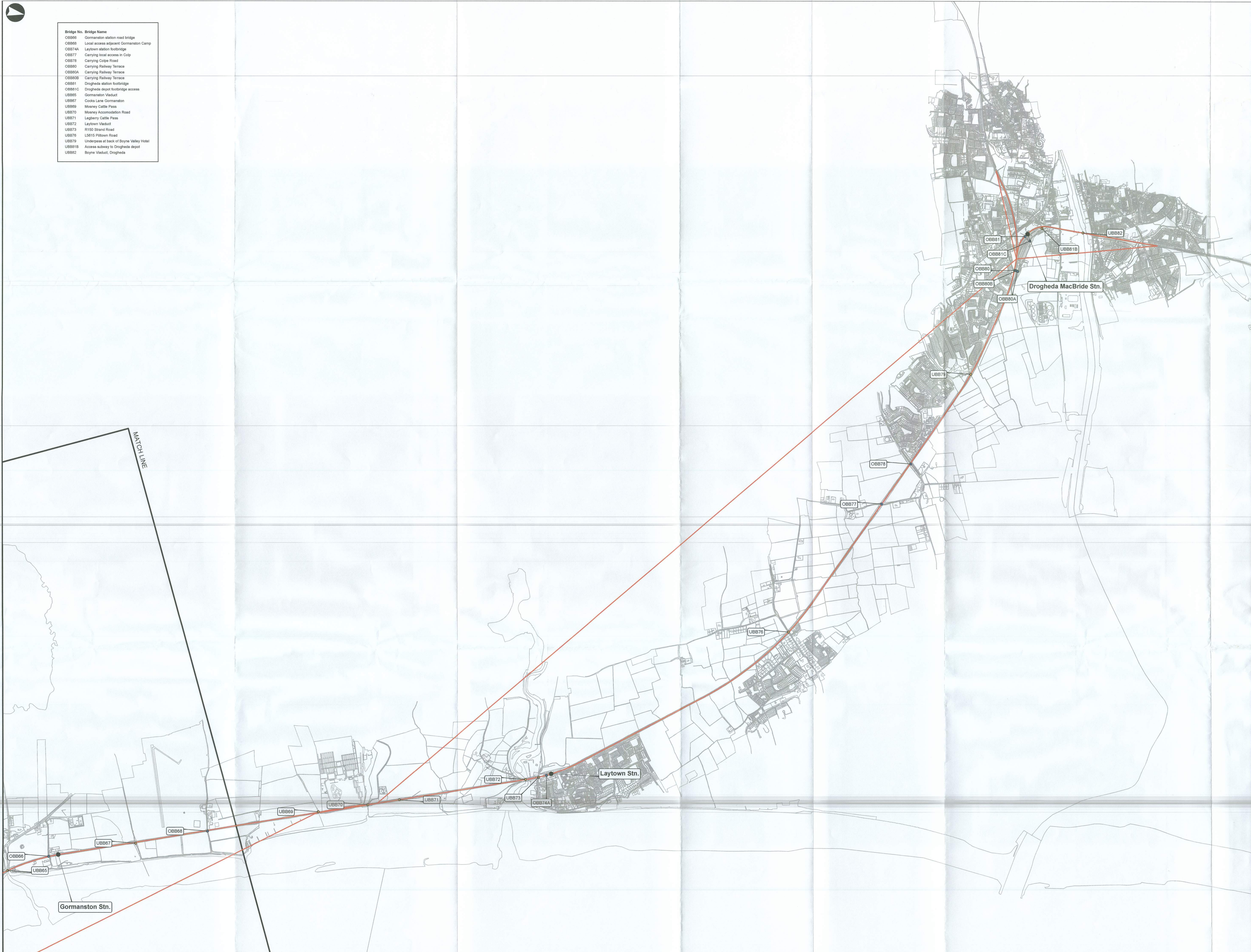
For: C Type: \_\_\_\_\_

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	L5615 Pilltown Road
UB879	Underpass at base of Boyne Valley Hotel
UB881B	Access subway to Drogheda depot
UB882	Boyne Viaduct, Drogheda



LEGEND

- OVERBRIDGE
- UNDERBRIDGE
- STOPPING STATIONS
- LEVEL CROSSINGS
- EXTENT OF DART+ COASTAL NORTH
- SWITCH LINE

AN BORD PLEANÁLA

LDG: \_\_\_\_\_

ABP: \_\_\_\_\_

13 JAN 2022

Fee: € \_\_\_\_\_ Type: \_\_\_\_\_

Time: \_\_\_\_\_ By: \_\_\_\_\_

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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  
1:12500 @ A0  
1:25000 @ A2

Project Code  
D+WP56

Originator  
ARP

Engineering Designer



Drawn  
DM

Checked  
DB

Approved  
GJ

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