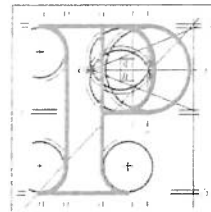


**Our Case Number:** ABP-320164-24

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Dublin City Council  
Block 4  
Floor 3 East  
Civic Offices  
Wood Quay

**Date:** 06 November 2024

**Re:** DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch  
Dublin City Centre and Drogheda, located in counties Dublin, Meath and Louth

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

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,

Aisling Reilly  
Executive Officer  
Direct Line: 01-8737131

RA03

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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

## Aisling Reilly

---

**From:** Aisling Reilly  
**Sent:** Wednesday 23 October 2024 15:41  
**To:** Fiona Brady  
**Subject:** RE: Dublin City Council Submission to Dart and Coastal North

Dear Fiona,

I am in receipt of your email and attachment, an official acknowledgement will issue in due course.

Kind regards,  
Aisling

---

**From:** Fiona Brady <fiona.brady@dublincity.ie>  
**Sent:** Wednesday 23 October 2024 14:44  
**To:** LAPS <laps@pleanala.ie>  
**Cc:** Aisling Reilly <A.Reilly@pleanala.ie>; Malachy Bradley <malachy.bradley@dublincity.ie>; Ronan Fallon <ronan.fallon@dublincity.ie>  
**Subject:** Dublin City Council Submission to Dart and Coastal North

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

To whom it may concern,

Please see attached Observations from Dublin City Council to An Bord Pleanála in relation to the DART and Coastal North Railway Order.

Please acknowledge receipt of this submission at your earliest convenience.

Regards  
Fiona Brady

### **Fiona Brady | Oifigeach Foirne**

Comhairle Cathrach Bhaile Átha Cliath | Bloc 4 Urlár 3 | Oifigí na Cathrach, An Ché Adhmaid | Baile Átha Cliath 8, Éire.

**Fiona Brady** | Staff Officer | Planning & Property Development Department  
Dublin City Council | Block 4 | Floor 3 East | Civic Offices | Wood Quay | Dublin 8

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# **DUBLIN CITY COUNCIL SUBMISSION**

**TO**

**AN BORD PLEANÁLA**

**DESCRIPTION: DART + Coastal North RAILWAY ORDER – the Northern line between Dublin city centre and Drogheda including the Howth branch**

**Applicant: Coras Iompair Éireann**

**ABP CASE REF: ABP-320164-24**

**23<sup>RD</sup> OCTOBER 2024**



**Dublin City Council**  
Comhairle Cathrach Bhaile Átha Cliath

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# 1 INTRODUCTION

Coras Iompair Éireann (CIÉ) has applied under Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended) to An Bord Pleanála for a Railway Order (RO) in relation to a proposed railway development consisting of the DART + COASTAL NORTH project (the Project) together with all ancillary and consequential works to facilitate public transport.

This report is a submission by Dublin City Council (DCC) in response to the above RO, which was received for comment.

DCC supports the Project and recognises the significant improvements it will bring to public transport serving the central and northeast part of the City. The project is considered to deliver a much-needed high quality, high-frequency public transport option and will modernise and improve the existing rail services in the GDA, providing a range of benefits for both the residents of the GDA itself and those in surrounding regions.

From a strategic point of view, the Project will contribute to meeting the objectives of the National Planning Framework (NPF) and Climate Action Plan (CAP) through the provision of high-quality integrated public transport services, which will support growing communities, businesses, and future development, and by reducing carbon emissions through the deployment of new electric trains. Delivery of the DART+ Coastal North project will support existing communities along the railway and support future sustainable development.

## 2 SCOPE OF REPORT

In accordance with Section 37(3) (a) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted), this submission sets out the views of DCC as a prescribed body, on the Project and the potential effects on the environment and the proper planning and sustainable development of the area.

## 3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The primary objective of the Project is to deliver a higher frequency, higher capacity electrified rail service between Dublin City Centre and Drogheda and to support the rapid transition required to deliver on a low carbon climate resilient transport system. This will be achieved by extending the electrified DART network from Malahide to Drogheda, increasing rail capacity on the Northern Line between Dublin City Centre and Drogheda, and providing additional turnback facilities at Drogheda MacBride, Malahide, Clongriffin and Howth Junction & Donaghmede Stations.

The Project components are as follows:

- Extension of existing 1500V DC electrification, which currently terminates at Malahide, as far as Drogheda MacBride Station (approximately 37km); this includes:
  - The installation of foundations, masts, and overhead wires to supply power to the railway;
  - 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 at:
    - Drogheda;
    - Bettystown;
    - Gormanston;
    - Balbriggan;

- Skerries North;
- Skerries South;
- Rush & Lusk (this location also incorporates an overhead line equipment (OHLE) maintenance compound); and
- Donabate.
- Undertaking improvements/modifications to bridges spanning the railway arising from track reconfigurations and meeting required electrical clearances;
- Undertaking localised bridge modifications to enable OHLE to be fixed to bridges carrying the railway;
- Canopy modifications at Drogheda MacBride Station to accommodate OHLE clearances; and
- Modified railway boundary fences to protect the public from contacting the overhead line.
- Infrastructure works to facilitate the increase in service frequency and capacity, in specific areas of intervention as outlined below
  - works around Howth Junction & Donaghmede Station;
  - works around Clongriffin Station;
  - works around Malahide Station & Viaduct;
  - works to the existing user worked level crossing (XB001) south of Donabate; and
  - works around Drogheda MacBride Station.
- 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, utility diversions, drainage, and power work to cater for the changes.

The majority of proposed works and interventions are expected to be carried out within the existing railway corridor boundary. Some works and interventions, however, will be required outside of Iarnród Éireann (IÉ) / Córas Iompair Éireann (CIÉ) land such as:

- Bridge modifications/improvements to facilitate extended electrification.
- Construction of substations (to facilitate the provision of power to the line).
- Use of land for temporary construction/storage compounds.

Within the DCC functional area, there are no proposed modifications to permanent way, stations, bridges or structures, and there are no new substations proposed within this area. Minor modifications are proposed to the depot at Fairview to provide greater output of cleaning for the new trains. These modifications will include external civils works comprising the provision of new cleaning platforms on the sidings to the east side of the mainline, along with improvements to signalling, telecommunications, walkways, lighting, drainage and access.

## **4 RELEVANT PLANNING HISTORY**

At the pre-application stage, CIÉ was assisted in sourcing relevant planning applications made close to the area of works. Appendix B contains a (non-exhaustive) list of significant planning applications along and adjacent to the route.

## **5 DEPARTMENTAL REPORTS**

The following DCC Departments/Divisions have submitted material concerning the RO:

- Environment and Transportation Department.
- Conservation & Heritage Division.
- Archaeology Division.
- Development Management North Central, North West Areas



## 6 ASSESSMENT

### 6.1 PLANNING POLICY

#### 6.1.1 NTA STRATEGY FOR THE GDA

DCC acknowledges the role of the DART + projects in helping deliver on objectives contained in the Transport Strategy for the GDA 2016-2035 and the more recent Transport Strategy for the GDA 2022-2042. The DART + programme has clear potential to greatly improve transport options for commuters as part of the evolving integrated network.

#### 6.1.2 EASTERN & MIDLAND REGIONAL SPATIAL & ECONOMIC STRATEGY

The principal aim of the Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly 2019-2031(RSES) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Eastern and Midlands Region. The RSES includes a detailed Dublin Metropolitan Area Strategic Plan (MASP), which identifies strategic development, and employment areas for population and employment growth, in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs.

The Dublin MASP sets out a list of key transport infrastructure investments in the Metropolitan Area as supported by national policy (RPO 8.7, RPO 8.8) to promote mobility management, sustainable transport use and the delivery of rail projects including the DART Expansion Programme – new infrastructure and electrification of existing lines, including the provision of electrified services to Drogheda. Overall, the RSES supports the delivery of key sustainable transport projects including the DART Expansion programme as set out in RPO 5.2 (MASP Sustainable Transport).

#### 6.1.3 DUBLIN CITY DEVELOPMENT PLAN 2022-2028

DCC supports the improvement of public transport and cycling which will allow for higher density development and create a more sustainable interaction between land use and transport. Chapter 8 of the Dublin City Development Plan 2022 – 2028 (the Development Plan) ‘Sustainable Movement and Transport’ sets out policies and objectives, which are of relevance to the Dart + projects. Relevant policies include:

**SMT1 Modal Shift and Compact Growth:** *To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Dublin City Council Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.*

**SMT2 Decarbonising Transport:** *To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.*

**SMT3 Integrated Transport Network:** *To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.*

**SMT4 Integration of Public Transport Services and Development:** *To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high-quality permeability links and public realm in tandem with*

*the delivery of public transport services, to create attractive, liveable and high-quality urban places.*

**SMT8 Public Realm Enhancements:** *To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.*

**SMT12 Pedestrians and Public Realm:** *To enhance the attractiveness and liveability of the City through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.*

**SMT14 City Centre Road Space:** *To manage City Centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.*

**SMT19 Integration of Active Travel with Public Transport:** *To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.*

**SMT22 Key Sustainable Transport Projects:** *To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular, the following projects subject to environmental requirements and appropriate planning consents being obtained:*

- *DART +*
- *Metrolink from Charlemont to Swords*
- *Bus Connects Core Bus Corridor projects*
- *Delivery of Luas to Finglas*
- *Progress and delivery of Luas to Poolbeg and Lucan*

**SMT23 The Rail Network and Freight Transport:**

*(i) To work with Iarnród Éireann/Irish Rail, the NTA, 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.*

*(ii) To facilitate and support the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail.*

*(iii) To support the outcomes of the Iarnród Éireann/Irish Rail Rail Freight 2040 Strategy.*

There are a significant number of other relevant Development Plan policies that apply to the proposed project including:

**SC1 Consolidation of the Inner City:** *To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as*

*Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.*

**SC8 Development of the Inner Suburbs:** *To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.*

**QHSN11 15 Minute City:** *To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high-quality housing and well-designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.*

**CEE5 Dublin-Belfast Economic Corridor:** *To build on and promote the Dublin–Belfast economic corridor in order to maximise the advantages of north–south links and the development of an all-Ireland economy.*

**CEE10 The Outer City:** *To support employment growth in the outer city by encouraging the intensification of infill, brownfield and underutilised land, particularly where it aligns with existing and future public transport infrastructure.*

**CEE12 Transition to a Low Carbon, Climate Resilient City Economy:** *To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.*

#### **SDRA 1 Clongriffin/Belmayne and Environs**

In addition to the above, the Development Plan includes a series of Strategic Development and Regeneration Areas (SDRAs), areas identified as having the capacity to deliver significant regeneration. This includes SDRA 1, Clongriffin/Belmayne and Environs, which incorporates the Clongriffin rail station. Opportunities to improve the pedestrian and cycle connectivity to the station and the public realm should be explored by the project.

## **6.2 ENVIRONMENTAL IMPACT ASSESSMENT REPORT**

A comprehensive Environmental Impact Statement Report (EIAR) is provided with the RO documents. The EIAR examines the Project under all relevant impacts and finds generally that the Project would not adversely impact existing environmental amenities.

## **6.3 NATURA IMPACT ASSESSMENT**

The Habitats Directive and Birds Directive list habitats and species which are considered to be important and in need of protection. Sites designated for wild birds are termed Special Protection Areas (SPAs) and sites designated for natural habitat types or other species are termed Special Areas of Conservation (SACs). The network of European sites is referred to as Natura 2000.

The Natura Impact Statement (NIS) identifies SPA and SAC-designated areas in the vicinity of the proposed development, stating that the proposed development overlaps with five European sites; Malahide Estuary SAC and SPA, Rogerstown Estuary SAC and SPA, River Nanny Estuary and Shore SPA.

The Proposed Development does not traverse any other European site, except those listed above, but does come close to several other European sites (as shown in Figure 1 (European sites) of the Natura Impact Statement). In Zone A, the part of the project within the DCC functional area, the proposed development is near European sites in Dublin Bay, which is variously designated for a number of overlapping European sites. The nearest European site to the Proposed Development in Zone A is South Dublin Bay and River Tolka Estuary SPA, located c. 500m east from the Proposed Development boundary at its closest point. North Dublin Bay SAC and North Bull Island SPA are also in close proximity to the Proposed Development, located approximately 800m, east.

The NIS also identifies that potential impacts associated with the project have the potential to affect the conservation objectives of the following thirty-one European sites:

- Malahide Estuary SAC (000205)
- Rogerstown Estuary SAC (000208)
- River Boyne and River Blackwater SAC (002299)
- Baldoyle Bay SAC (000199)
- North Dublin Bay SAC (000206)
- Boyne Coast and Estuary SAC (001957)
- Rockabill to Dalkey Island SAC (003000)
- South Dublin Bay SAC (000210)
- Lambay Island SAC (000204)
- Codling Fault Zone SAC (003015)
- Malahide Estuary SPA (004025)
- Rogerstown Estuary SPA (004015)
- Fiver Nanny Estuary and Shore SPA (004158)
- North-West Irish Sea SPA (004236)
- Boyne Estuary SPA (004080)
- South Dublin Bay and River Tolka Estuary SPA (004024)
- Baldoyle Bay SPA (004016)
- North Bull Island SPA (004006)
- Skerries Islands SPA (004122)
- Rockabill SPA (004014)
- River Boyne and River Blackwater SPA (004232)
- Ireland's Eye SPA (004117)
- Howth Head Coast SPA (004113)
- Lambay Island SPA (004069)
- Dalkey Island SPA (004172)
- Dundalk Bay SPA (004026)
- Stabannan-Braganstown SPA (004091)
- The Murrough SPA (004186)
- Wicklow Head SPA (004127)
- Seas off Wexford SPA (004237)
- Saltee Islands SPA (004002)

DCC considers that the submitted NIS is generally satisfactory in terms of identifying the relevant Natura 2000 sites and the potential adverse impacts on the integrity of their conservation objectives. The avoidance, design requirements and mitigation measures set out in the NIS to ensure that any impacts on the conservation objectives of European Sites will be avoided during the construction and operation stages will ensure that there will be no adverse effects on any European sites.

## **6.4. ZONING**

The application boundary that incorporates the proposed scheme includes lands within the following zoning objectives; Z1 Sustainable Residential Neighbourhoods, Z2 Residential Neighbourhoods (Conservation Areas), Z3 Neighbourhood Centres, Z4 Key Urban Villages and Urban Villages, Z5 City Centre, Z6 Employment/Enterprise, Z9 Amenity /Open Space Lands /Green Network, Z10 Inner Suburban and Inner City Sustainable Mixed Uses, Z11 Waterways Protection, Z14 Strategic Development and Regeneration Areas (SDRA's) and Z15 Community and Social Infrastructure and the specific objective LAP (Local Area Plan). The Project for the most part will comprise lands within the existing public road and pedestrian area or rail line where there is no specific zoning objective.

Appendix 15 of the Development Plan defines a "*Public Service Installation*" as follows:

*"A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants. It also includes bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, water fountains, moorings, jetties etc. It does not include incinerators/waste-to-energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition".*

As defined above, the secondary elements/structures associated with the Project fall within the definition of public service installation. Overall, it is considered that the Project would be compatible and consistent with the various zoning objectives for the area.

## **6.5 AMENITY IMPACTS**

DCC is satisfied that, subject to appropriate amenity safeguards, and the application of appropriate conditions, the elements of the proposed development which fall within the DCC functional area will not have any excessive or undue impact on the amenities of the area. DCC considers that whilst there will be a degree of disruption during the construction phase, there is unlikely to be an unduly adverse impact on amenities provided appropriate amenity safeguards are in place.

## **6.6 STRATEGIC PLANNING**

DCC is obligated to consider the Project in the context of the vision and range of policies set out in the Development Plan to safeguard the city as a place in which to live, work, visit and do business. DCC is fully supportive of the improvements to rail infrastructure and service provision proposed in the overall context of encouraging a shift to sustainable mobility. In this regard, the proposed scheme aligns with the policies expressed in the Development Plan and as set out in section 6.1.3. supports the implementation of a number of policies and objectives of the Plan. Such improvements in rail infrastructure are supported by the high-level policies in place.

### **6.6.1 CONTINUATION OF DIRECT SERVICE FROM HOWTH**

Currently, there are two lines on the DART north rail network: one from Dublin City Centre to Malahide and another from Dublin City Centre to Howth. The Project indicates that the planned infrastructure will facilitate both a DART shuttle service on the Howth Branch line as needed and/or a direct through service to and from Dublin City Centre.

DCC notes that, from an engineering perspective, the proposed works can support the continuation of a direct service from Howth to the City Centre. Reducing this service could lead to a shift away from DART usage, as a shuttle service would introduce inconvenience

and additional travel time due to the need for interchange. DCC therefore recommends that Irish Rail maintain a level of direct service between Howth and the City Centre (and vice versa). This commitment will ensure the continued attractiveness of rail services for passengers using the Howth, Sutton, and Bayside rail stations.

### **6.6.2 MOBILITY HUBS**

It is a key objective of DCC to enhance connectivity and encourage varied and sustainable types of transport in areas that are close to existing public transport links. DCC recommends that consideration is given to the creation and expansion of mobility hubs and provision of shared mobility services for interchange at key stations to facilitate ease of access and transition between transport modes. This will require engagement with other public transport and shared mobility providers. Clongriffin station is identified as a key shared mobility hub as it has an existing interchange with Dublin Bus and potential for improved mobility connectivity options.

### **6.7 INTERACTION WITH OTHER INFRASTRUCTURE PROJECTS**

The Project has been submitted at a time when other strategic transport infrastructure projects are also at an advanced stage and which will also go through a strategic planning process, including other elements of the DART Expansion Programme. There are locations where projects overlap and will be required to take cognisance of one another e.g. Metrolink and Bus Connects. Coordination of timelines and phasing at the implementation stage will be important.

### **6.8 ENVIRONMENT AND TRANSPORTATION**

#### **6.8.1 GENERAL**

The Environment & Transportation (E & T) Department<sup>1</sup> has proactively engaged with Irish Rail at the pre-planning stage. Notwithstanding, E & T submits the following comments on the RO application and welcomes further opportunities to engage with Irish Rail at the detailed design and construction stage. A set of standard conditions generally applicable to all DART + projects is included in this report in Appendix A.

#### **6.8.2 STATIONS**

##### ***Howth Junction and Donaghmede Station***

Extensive works are proposed at Howth Junction and Donaghmede Station. Important considerations in the design of the stations are ease of interchange and security within and around stations. The stations must be safe and attractive in the context of required interchange on the Howth line.

#### **6.8.3 DEVELOPMENT OVER STATIONS**

There is a very strong policy impetus for optimising the potential for the integration of land use and transportation at some of the station sites and to bring about Transit Oriented Development (TOD). While not applying for this development as part of the RO application, Irish Rail should collaborate closely with relevant stakeholders to ensure that the design of stations and surrounding public realm has taken cognisance of potential future development above. Stations should be future proofed structurally so that the delivery of the stations will not preclude future high quality development on the sites.

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<sup>1</sup> Environment and Transportation Department includes Traffic Division, Public Lighting Division, Environmental Protection Division and Roads and Planning Division.

#### **6.8.4 INTERACTION WITH OTHER INFRASTRUCTURE PROJECTS**

The Project is being brought forward at a time when other strategic transport infrastructure projects are at the design or application stage. There are locations where projects may overlap and will be required to take cognisance of one another. Serious consideration must be given to how timelines and phasing at implementation stage will be planned and managed where projects interact.

#### **6.8.5 INTERACTION WITH PRIVATE DEVELOPMENT**

Where there is direct interaction between the Project and development lands/sites, direct connectivity where possible should be provided between stations and high-density developments. In addition, there is a need to identify and liaise with development sites subject to a planning application or extant planning permissions that may be located adjacent to or within the red line of the proposed works. The cumulative impacts, particularly relating to construction traffic, will need to be assessed in the context of wider construction activity in the vicinity and appropriate Construction Management Plans put in place.

#### **6.8.6 PREDESTRIAN & CYCLISTS INFRASTRUCTURE**

High quality connections and environments for pedestrians and cyclists to and around stations are an important consideration. Public realm improvements, including greening and public lighting, should be considered in line with works where possible.

DCC is supportive of improvements to infrastructure necessary to support sustainable and active travel, including new and/or improved footpaths and cycle lanes on the approach to stations. In improving the network, it is important that best practice is implemented, particularly with regard to bridge design, as any planned bridges, once built, may not be easily modified or widened in the future.

With regard to cycle parking, Section 3.0 'Cycle Parking Standards' of Appendix 5, Volume 2 of the Dublin City Development Plan 2022 – 2028, states that:

*Secure cycle parking stations/facilities shall be provided in new public transport interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 1, unless otherwise agreed with the planning authority. Secure bicycle parking stands shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority.*

It is noted that bicycle parking is provided on both sides of the Howth Junction & Donaghmede Station in the form of a secure internal storage area and external spaces beneath the new building. There does not appear to be provision for lockers, similar to the existing bicycle parking provision. This should be explored at detailed design / operational phase. The applicant should ensure that the design of the cycle parking is in accordance with the Development Plan and the Cycle Design Manual, 2023 in terms of dimensions, clear access and provision to accommodate accessible bicycle spaces. As part of the bicycle provision, there should be no outward swinging doors across the public road. The applicant should also ensure future adaptability of the area for future bicycle parking spaces.

#### **6.8.7 SUBSTATIONS & TEMPORARY COMPOUNDS**

Access arrangements and final layouts for all proposed substations within the DCC area should be agreed with DCC. Careful consideration should be given to the design and management of proposed compounds located and accessed from within residential areas.

#### **6.8.8 CONSTRUCTION & TRAFFIC MANAGEMENT**

Construction, particularly in urban built-up areas, will likely be complex and will have to be managed in close collaboration with DCC. The cumulative impacts of construction traffic, road

and bridge closures and diversions and proposed traffic management measures will have to be addressed in a Strategic Citywide Traffic Plan. This should include the cumulative impact of several works being undertaken simultaneously as well as adjacent development construction impacts. Continual liaison through regular meetings will be required between DCC, Irish Rail and appointed contractors.

#### **6.8.9 PUBLIC LIGHTING**

With regard to the provision of Public Lighting as part of the Project, it is recommended that careful consideration be given during the detailed design process to all the various different elements including the required light level design (that must comply EN13201 and DCC's General Specification for public Lighting), the public lighting electrical infrastructure (that must comply with IS 10101) along with other relevant EN certification. Particular attention should be paid to the lighting around station areas, i.e. the public realm areas, and the lighting on bridges (as well as lighting on the approaches to bridges) and that a holistic approach is taken to the provision of high quality lighting. In addition, there may be a requirement for the survey and handover of all items on the public roads that are impacted by the DART improvements. These would include the Public lighting infrastructure and all associated items, careful consideration of conflict between existing and proposed trees and lighting and their potential impact on lighting levels.

It must be noted that special consideration must be given to any scheme where the Public Lighting is mounted on ESB Networks Infrastructure. Public Lighting works may only be carried out on street lights mounted on ESB Networks in accordance with 'ESB Requirements for Work on Public Lighting on ESB's Networks' and by Public Lighting Contractors who have the required training and approvals for such work. These requirements impose stringent requirements on Local Authorities and Contractors.

If the route where works are being carried out remains open for public use, e.g. to facilitate the continued movement of vehicles and pedestrians, then the route must be lit at all times during night time hours.

#### **6.8.10 DRAINAGE PLANNING, POLICY & DEVELOPMENT CONTROL**

Surface water management should be given appropriate consideration at early design stage. All surface water designs should be submitted for written approval well in advance of commencement of construction work. All drainage works should comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).

Surface water shall be managed so that discharge to public sewers is avoided whenever possible in line with Dublin City Council's Sustainable Drainage Design & Evaluation Guide 2021. In order to achieve this the following hierarchy shall be adopted:

- 1) Reuse of water on site.
- 2) Infiltrate into the ground.
- 3) Discharge to natural watercourse.
- 4) Discharge to surface water network.
- 5) Discharge to combined network.

Any discharge of surface water to public sewers shall be limited to 2l/s/ha unless higher rates are permitted under DCC's Sustainable Drainage Design & Evaluation Guide 2021. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water. Design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering



SuDS components, preference shall be given to soft engineering solutions which mimic the natural water cycle. Discharge managed via a pipe and an attenuation tank system shall be the last option considered.

Given the nature of the proposed development, which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA). The proposed scheme should not increase and if reasonably possible reduce the risk of flooding to any other development and the flood risks to the project itself should be addressed through appropriate design. Where residual risks exist, measures for their management or mitigation shall be implemented.

Any works that may impact the existing DCC drainage infrastructure shall be agreed with DCC Drainage Planning, Policy & Development Control who must be consulted prior to such works commencing.

A clear minimum distance of three metres (or greater for deep sewers) shall be maintained between public sewers and all structures on site. No additional loading shall be placed on a sewer and any damage to a sewer shall be rectified at Irish Rail's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for written agreement with DCC Drainage Division prior to the commencement of the project. Any sewers which are impacted by the project (i.e. sewers whose later maintenance would require consultation with Irish Rail) are to be CCTV surveyed before construction commences and upgraded if this is deemed necessary by Drainage Planning, Policy & Development Control. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the tracks it is to be agreed with the Drainage Planning, Policy & Development Control.

### **6.8.11 EIAR, NOISE & VIBRATION**

#### General Comments

The EIAR, Chapter 14, notes that the project covers the administrative areas of four local authorities and that these local authorities are responsible for preparing Noise Action Plans and lists four which have been considered as part of the preparation of the noise and vibration chapter. The report mentions the Dublin Agglomeration, Environmental Noise Action Plan 2018-2023 and suggests that the noise action plan for Round 4 was due to commence in April 2024. It should be noted that work on the Round 4 noise action plan commenced in April 2023 and not 2024. The Round 4 Dublin Agglomeration Noise Action Plan 2024 – 2028 has now been completed and is available on the Air Quality Monitoring and Noise Control web page at the following link;

<https://www.dublincity.ie/residential/environment/role-air-quality-monitoring-and-noise-control-unit/dublin-city-noise-maps>

The EIAR notes that the sources of information and data used to support the assessment included noise and vibration surveys undertaken in 2023 as well as the Round 3 strategic noise maps. It should be noted that the Round 4 strategic noise maps, were completed by December 2022.

Geographical Zone A covers the DCC extent of the railway line and extends from north of Connolly Station to south of Howth Junction & Donaghmede Station. It is noted that with the exception of modifications to the Fairview Depot, no other works are proposed along this stretch of the railway line. Thus the main impacts along this zone will include;

- Construction noise level during modification to the Fairview Depot

- Change in operational noise levels as a result of proposed changes in rail rolling stock and increased capacity of the line.

DCC acknowledges the importance of the Dart+ programme, and the Project, and the role it plays within national rail policy to deliver a sustainable transport network that facilitates a transition to a low carbon and climate resilient society. Indeed the programme should help to contribute to reduced noise levels through enhanced electrification and increased capacity of the network, which may help to reduce road traffic volumes. In this regard, DCC fully supports the implementation of the Project.

Furthermore, DCC wishes to acknowledge the constructive and collaborative cooperation which the council has had with Iarnród Éireann over the years in respect of managing rail related noise issues and more recently during the preparation of the Strategic Noise Maps and Noise Action Plan for the Dublin Agglomeration under Round 4 of the Environmental Noise Regulations.

Comments set out below in respect of construction and operation noise are provided in the context of the above comments.

### Construction Noise

As noted above construction works within Zone A are restricted to modifications at Fairview Depot which include;

- New cleaning platforms of the east side of the mainline, along with associated walkways and services, and;
- Modifications within the existing maintenance building on the west side.

The EIAR suggests most of the works will be completed during daytime working hours.

Table 14-15 present the distance from the depot construction activities where major and moderate impacts could occur and concludes these to be 58m and 58-103m respectively. The report notes that the closest residential noise sensitive receptor is located more than 125m from the proposed works and concludes that the likely effect of the works will be negative, not significant and short-term.

The only other noise sensitive receptor is the Clasac music centre which is located immediately adjacent to the works site and railway line. The council would recommend that Iarnród Éireann consult with the centre to confirm the noise control measures within the building and co-ordinate activities particularly during the construction phase.

### Operational Noise

The EIAR noted that noise survey monitoring was undertaken as set out in Table 14.11 of the EIAR. However, it is noted that no monitoring was completed along Zone A. Given that this Zone represents one of the more densely populated stretches of the railway line, it is suggested that some measurements along this length to confirm the existing baseline, and verify the model developed for assessment of operational changes against that baseline, would have been useful.

Table 14-40 of the EIAR sets out the railway flow assumptions across three scenarios. Do Nothing, Do Minimum and Do Something, with the latter two relating to 10 years in the future. This table shows that in both future scenarios the majority of diesel trains will be removed from operation on Zone A which is to be welcomed and is likely to have a positive impact on noise level along this zone.

Section 14.5.2.2 of the EIAR sets out the railway model validation and suggests that the Do Minimum predicted levels are compared against the measured noise levels. It is not clear why Do Minimum, which relates to 10 years in the future, would be compared with measured data in 2023 and not the Do Nothing Scenario. Indeed the last sentence of the 1<sup>st</sup> paragraph suggests that the “measured and predicted Do Nothing daytime sound levels at these locations are shown in Table 14-15”. However, Table 14-15 relates to “Zone A works – impact

distances". It is assumed that the Do Nothing scenario has been used for validation, as presented in Table 14-41, and issues mentioned above are in error.

Section 14.5.2.3 of the EIAR deals with assessment of operational railway noise. Noise impacts are considered for receptors that experience noise levels above 55dB<sub>L<sub>Aeq</sub>, 16hr</sub> (daytime) and 45dB<sub>L<sub>Aeq</sub>, 8 hr</sub> (night-time) with the significance of the impact being based on change in noise level relative to baseline, i.e. Do Nothing Scenario. Table 14.42 of the EIAR suggests that, in Zone A, 1712 residential receptors (assumed to be buildings) are subject to noise levels above either of the two thresholds mentioned. The EIAR reports that the impact of the change for the Do Something scenario is Negligible which suggests that the change from the Do Nothing scenario is less than 1dB (inferred from Table 14-8 of the EIAR). No modelling results are presented within the EIAR which confirm the modelled noise levels along Zone A for the Do Nothing scenario and how these might change for the Do Something scenario.

Notwithstanding this, and on the assumption that the change inferred above is correct, DCC welcomes the fact that the proposed Do Something scenario is predicted to have such a negligible increase in operational railway noise levels within Zone A.

While it is acknowledged that the railway line, which is the subject of this Railway Order, is an existing operational railway line, and that many residents who live along its path may be subject to existing environmental noise levels due to existing railway operations, the Round 4 strategic noise maps and Noise Action Plan suggest that many residents may be exposed to noise levels above the END reporting threshold and also the WHO guidelines published in 2018. The strategic noise maps for Round 4 indicate that, for the Dublin City Council administrative area, as many as 48,000 and 33,300 people could be exposed to railway noise levels above 55dB  $L_{den}$  and 50 dB  $L_{night}$ , respectively (END reporting requirements). Of these, it suggests that as many as 12,406 and 6,630 could be highly annoyed and highly sleep disturbed, respectively. It should be noted that these numbers include heavy rail and light rail (Luas).

In this regard the EIAR focuses mainly on change in environmental noise between the existing baseline and the proposed scheme without any consideration of whether the baseline levels, in themselves, could give risk to levels of high environmental noise exposure from rail operations (present or future). In preparation of the Round 4 Noise Action Plan, the strategic noise maps were used to identify areas of higher environmental noise exposure in line with the Environmental Protection Agency (EPA) guidance. These areas are called Most Important Areas (MIAs) of which the top eleven have been prioritised in Dublin City Council's administrative area based on population and these prioritised areas are called Priority Important Areas (PIAs). The Noise Action Plan process identified a number of rail MIAs and one rail PIA (Ranked 9<sup>th</sup>) along Zone A. Within PIA 9 as many as 1649 and 1573 people are considered to be exposed to noise levels above 55dB  $L_{den}$  and 50dB  $L_{night}$ , respectively (END reporting requirements). Of these, it suggests that as many as 614 and 401 could be highly annoyed and highly sleep disturbed, respectively.

Given the significant of the Dart+ programme, including the Project, for the future long-term sustainability of rail and public transport in Ireland, and the overall commitment by Ireland to implement the Environmental Noise Directive through the Environmental Noise Regulations and various national and local planning policy, all of which seek to manage environmental noise and reduce exposure levels, the Project presents an excellent opportunity to consider how a contribution to reduce environmental noise could be made beyond confirming that increases, above existing levels, will be negligible.

In this regard DCC would welcome the opportunity to work with Iarnród Éireann to consider the following under the project or separately;

- The completion of additional noise monitoring locations along Zone A and particularly within PIA9,

- The evaluation of measures that could be considered to reduce environmental noise levels to more acceptable levels along Zone A and particularly within PIA9.

## **6.8.12 PROCESS & STRUCTURES FOR CONTINUING LIAISON**

DCC acknowledges the complexities involved in the implementation of the Project. The Project's success will require close ongoing collaboration between Irish Rail and Dublin City Council. It is recommended that an Irish Rail/DCC Project Liaison Office with multi-disciplinary input be established. Continual ongoing engagement will be required regarding construction traffic management, licenses, agreements and other matters etc.

## **6.9 CONSERVATION AND HERITAGE DIVISION**

### **6.9.1 GENERAL**

The Conservation and Heritage Division has assessed the proposed railway works that would be carried out in Zone A. Zone A lies wholly within the DCC administrative boundary, bordering the Fingal County Council boundary to the north and is described as encompassing the area from the start of the Proposed Development, just north of Connolly Station to just south of Howth Junction & Donaghmede Station and includes Fairview Depot. Whilst works to railway would comprise the development of the permanent way (track), interventions at stations, proposed substations, interventions at bridges and structures, works within Zone A would be limited to alterations to Fairview Depot. There will be no track, station or bridge or civil modifications within Zone A. There will be no new substations within Zone A as this section of railway is already electrified.

The following comments are submitted on the RO application and further opportunities to engage with Irish Rail at the detailed design and construction stage are welcome. A set of standard conditions generally applicable to all DART + projects is included in Appendix A.

### **6.9.2 MITIGATION MEASURES**

#### ***Construction Phase***

The measures proposed to avoid or reduce negative impacts on architectural heritage during the Construction Phase will include appropriate recording, removal, protection, storage and reinstatement. For the Construction Phase, in some cases a certain amount of mitigation can be achieved through design, such as the selection of an appropriate means of raising bridge parapets (which will be informed by a conservation architect), and the recording of structures that are to be demolished, while not preserving the structures, can ensure that knowledge of their existence and character is preserved for the future.

#### ***Operational Phase***

There is no scope for mitigating the indirect effects of the project on architectural heritage, as the effects all arise from the ongoing presence of the OHLE and its impact on the character or setting of each structure of architectural heritage significance.

#### ***Residual effects***

The residual effect of the Proposed Development will be the effect of the OHLE on the character and settings of a number of structures of architectural heritage significance.

### **6.9.3 GENERAL LINEAR WORKS – BUILT HERITAGE IMPACTS**

Heritage assets such as Protected Structures, buildings identified on the NIAH, buildings identified on the DCIHR, Architectural Conservation Areas (ACA's) and Conservation Areas that are affected by the above works should be identified and denoted on all drawings and should be listed/described within the HIAR.

IE are requested to engage with the Conservation Section of DCC and shall ensure that project impacts are continuously monitored by the design team in such a way as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process.

#### Description of Development within Zone A

Section 4.6 of Chapter 4 provides a detailed description of the proposed works within the Dublin City Council Area.

#### Permanent Way (Track)

The submitted drawings and details show no track modifications within Zone A.

#### Interventions at Stations

The submitted drawings and details show no station modifications within Zone A.

#### Interventions at Bridges and Structures

There will be no bridge or civil modifications within Zone A.

#### Proposed Substations

The submitted drawings and detail show that there would be no new substations within Zone A; this section of the railway is already electrified.

#### Fairview Depot

Proposed works to Fairview Depot would be carried out to provide greater output of cleaning for the fleet of new trains, several minor depot modifications would be required. These will include external civils works comprising the provision of new cleaning platforms on the sidings to the east side of the mainline, along with improvements to signalling, telecommunications, walkways, lighting, and drainage. On the west side, modifications are proposed within the existing maintenance building to provide suitable access and services for train cleaning staff. These modifications will include a new localised fixed access maintenance platform and steps. Work will also include the provision of new power and water supply points. The works all occur within the existing IÉ property boundary. A temporary compound would also be located at Fairview Depot.

Fairview Depot is a modern complex along the railway line. The Conservation and Heritage Division finds that there would be no impact to architectural heritage by the proposed works to the Depot.

#### Architectural Heritage Impact Assessment

With the Architectural Heritage Impact Assessment, Architectural Heritage chapter, the legislative and policy context under which the assessment has been made is described. This provides a detailed methodology for the impact assessment, and has identified structures and sites of built heritage significance along the line. There are 19 architectural heritage features identified within Zone A. The architectural heritage features are listed within a table on page 40 of Chapter 21.

It is concluded by the Conservation and Heritage Division that due to the limited works proposed within Zone A of the railway, there will be no impact on the built heritage structures identified within the impact assessment. The Conservation and Heritage Division are satisfied with the quality of the submitted Architectural Heritage Impact Assessment.

## **6.10 ARCHAEOLOGY DIVISION**

### **6.10.1 GENERAL**

The Archaeology Division has considered the likely archaeological impact of the Project on the DCC area only within the proposed Zone A. Unlike other strategic infrastructure development agencies (such as TII), CIE does not currently have an agreed Code of Practice for Archaeology with the Department.

### **6.10.2 POLICY**

It is Development Plan policy (Section 11.5.5; policy BHA26) to protect and preserve monuments:

1. To protect and preserve Sites and Zones of Archaeological interest which have been identified in the Record of Monuments and Places and the Historic Environment Viewer ([www.archaeology.ie](http://www.archaeology.ie)) and all wrecks over 100 years old including those in the Shipwreck Inventory of Ireland.
2. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low-impact foundation design, or the omission of basements (except in exceptional circumstances) in the Monuments and Places listed on the statutory Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994.
3. To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places; all wrecks and associated objects over 100 years old and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision-making on development proposals affecting sites listed in the Record of Monuments and Places, the council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.

It is an objective of the Development Plan 2022-28 to:

Have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications (section 11.5.3 policy BHA16). The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the plan and it should be consulted before the lodgement of any planning application.

### **6.10.3 ARCHAEOLOGICAL ISSUES**

The proposed Project route in the DCC administrative area is outside the Zone of Archaeological Constraint for the Recorded Monument DU018-020 (Dublin City). It is not listed on the Record of Monuments and Places (RMP) and is not subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. There are no Recorded Monuments directly on the proposed DART line. See Development Plan Section 11.5.5; policy BHA26 for archaeology policies and zoning Maps for reference.

Twelve sites on or adjacent to the proposed route within the DCC administrative area are recorded on the Dublin City Industrial Heritage Record (DCIHR). These sites reflect the line of the Great Northern Railway, with its associated bridges and signal boxes etc. It is the policy of the Dublin City Development Plan 2022-28. (Section 11.5.3; BHA16) to 'Have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of

Architectural Heritage (NIAH) survey of Dublin City. The DCIHR survey makes recommendations for sites to be added to the list of Protected Structures in the life of the plan and it should be consulted prior to the lodgement of any planning application.’

#### **6.10.4 REVIEW OF EIAR**

The *Archaeology and Cultural Heritage* Section (Chapter 20) of the *Environmental Impact Assessment Report* (EIAR) dated July 2024, examines the potential impacts of the proposed route. This chapter was prepared by Lisa Courtney of Courtney Deery Ltd. It presents a desktop analysis of guidance documents and sources. Within the Dublin City administrative area, a study area of 250m to either side of the redline boundary of the route was examined in the archaeological and cultural heritage baseline assessment.

The EIAR notes that some ground disturbance will be required outside of the existing railway boundary and that these works may impact on unrecorded below ground archaeology. These works include:

- Construction of substations;
- Ground works required for construction/storage compounds and access roads;
- Footings for bridge modifications/improvements to facilitate extended electrification;
- Secant and cantilevered walls;
- The temporary/permanent diversion, realignment and widening of roads, junctions and pavements, and/or the provision of temporary access routes;
- Utility diversions;
- Drainage and attenuation; and
- Landscaping works

The EIAR states that there will no impacts to National Monuments or Recorded Monuments throughout the DCC area. One area of archaeological potential was identified at Fairview Park (AAP1). Here works will take place within the existing IÉ property boundary at Fairview Depot. Works here include a temporary Construction Compound and new cleaning platforms. Previous archaeological monitoring in advance of the Port Tunnel construction in 2002 revealed no archaeological features at this location. Any stratified deposits were consistent with the use of the area as a landfill in the late 19th century (T. Bolger, License Ref. 02E0191) when the area was reclaimed from the sea and used as a landfill before being developed as a park. The EIAR (Section 20.6.3.1) determines that the proposed works will not be significant. No further archaeological mitigation is recommended.

#### **6.10.5 INDUSTRIAL HERITAGE**

Chapter 21 of the EIAR, by conservation architect Cathal Crimmins, lists twelve sites on the Dublin City Industrial Heritage Record (DCIHR) on the DART + Coastal; North route in the Dublin City Council area. These sites reflect the line of the Great Northern Railway (DCIHR Ref. 15\_10\_001), with its associated bridges and signal boxes etc. The EIAR does not identify any DCIHR listed sites that will be impacted by the development.

#### **6.10.6 RECOMMENDATIONS**

The submitted EIAR indicates that the groundworks associated with the proposed Dart + Coastal North route will not impact on any Recorded Monuments or known archaeological features. The Archaeology Section concurs with the archaeological mitigation outlined in the EIAR.

The DCC Archaeology Section notes a preference for the policy of preservation in situ as outlined in Section 3.4 of the Framework and Principles for the Protection of the Archaeological Heritage (1999).

<https://www.archaeology.ie/sites/default/files/media/publications/framework-and-principles-for-protection-of-archaeological-heritage.pdf>

It is noted that, unlike other strategic infrastructure development agencies such as TII, CIE does not have a Code of Practice for Archaeology with the Department.

<https://www.archaeology.ie/sites/default/files/media/publications/code-of-practice-agreed-between-tii-ahrrga-eng-1.pdf>).

The appointment of a Project Archaeologist is strongly recommended to ensure the successful delivery of the EIAR recommendations. The DCC Archaeology Section concurs with the proposed methodology for archaeological mitigation as outlined in the EIAR and recommends it be implemented in full.

If any archaeological material is discovered within the Dublin City Council area, the City Archaeologist the National Monuments Service, Dept. of Housing, Heritage and Local Government and the National Museum of Ireland should be notified immediately.

All archaeological mitigation shall adhere to the archaeological policies, objectives and standards of the Dublin City Development Plan 2022-28.

All archaeological mitigation for the scheme shall comply with national policy and best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.

Should archaeological excavation be required in the Dublin City Council area, the primary archaeological paper and digital archive should be prepared and deposited with the Dublin City Archaeological Archives in a timeframe and format agreed with the planning authority.

A strategy for the dissemination/publication of any archaeological reports and information generated as a result of the Dart + Coastal North project should be developed and implemented by the project archaeologist with agreement of the planning authority Archaeologist.

## **6.11 DEVELOPMENT MANAGEMENT NORTH CENTRAL & NORTH WEST AREAS**

### **6.11.1 LINEAR WORKS**

The majority of the proposed works will take place within the existing railway corridor. This includes the installation of foundations, masts and overhead wires to supply power to the railway. In areas of the route where existing infrastructure is in place upgrades are proposed to support the planned increase in train services.

It is considered that the upgrade works on the Dublin City Council lands within the existing railway corridor will be typical of development of this nature. These works include upgrades to:

- Platforms.
- Trackwork.
- Overhead line equipment.
- Cable ducting.
- Fencing.
- Troughing.

These works are considered necessary for the project, are similar in nature to the existing structures along the railway line, will have no impact on the character of the area and will not increase negative impacts on neighbouring residential amenities. It is noted that the fences bounding the railway will be modified and it is acknowledged that it is paramount to protect the public from contacting the power lines.



### **6.11.2 FAIRVIEW DEPOT**

The works proposed at this depot include upgrades to platforms, power services, water supply and drainage and will be mainly contained within the existing building and on the track areas adjacent to the building. The external civil works mainly consist of the upgrade platforms and facilities for drivers and maintenance staff and will not have any visual impact on the character of the area.

### **6.11.3 HOWTH JUNCTION & DONAGHMEDE STATION**

The works on track at this location includes the removal of some existing track and the provision of new track incorporating a track crossover and turnback arrangement. Modifications to existing supporting infrastructure includes the removal and replacement of overhead structures, alterations to platforms, gates, fencing, drainage, and the provision of seating, CCTV and lighting. These elements are welcomed as they will improve the facilities for passengers and employees.

Modifications to buildings include the provision of a signalling equipment building, a telecoms equipment building and alterations to the existing station buildings. The signalling equipment and telecoms equipment buildings are flat roof structures finished in render with an overall height of 4m. They are typical of ancillary support buildings and will not generate a negative visual impact.

The works include the demolition of some elements of the station buildings and pedestrian overpass with the provision of new improved infrastructure. Alterations are proposed to the entrances, ticket halls / ticket machine areas, access stairs and bike storage areas. The improvements to these facilities are welcomed.

In terms of alterations to the external elements of the station buildings and overpass, sections of the existing facades are to be removed and replaced with new entrance facades, perforated cladding and architectural cladding enclosing stairwells and store areas. The proposed new external treatment will provide enclosure to the buildings, is an upgrade on the existing design and will make a significant improvement to the appearance of the station buildings. The footprint of the buildings are not proposed to be significantly altered and the overall heights are not proposed to be altered.

### **6.11.4 CLONGRIFFIN**

The works on track at this location includes the removal of some existing track and the provision of new track incorporating a track turnback arrangement. This essentially provides a new track to the east of the existing platforms bounded by a retaining wall. To facilitate this new track a new bridge is proposed to the north of Clongriffin station. It provides a crossing of the Mayne River and also allows for a cattle underpass.

A signalling equipment building is to be provided to the south of the station and immediately west of Myrtle Close. This building is a flat roof structure to a height of 4 metres and is finished in cement plaster. The building compound is enclosed with palisade fencing which will tie into existing fencing at this location. A small telecoms equipment room (2m x 3m) is also proposed on the station platform. It is consistent in design with adjacent structures.

The new track, bridge, signalling building and telecoms room are typical of ancillary transport support structures and will not have any impact on the visual or residential amenities of the area.

### **6.11.5 AIR QUALITY MONITORING & NOISE MONITORING UNIT**

Regarding night time works, a Noise Management Plan for the project should be furnished to DCC for review before any night time works commence. The noise management plan should be sent to the Air Quality Monitoring & Noise Control Unit for review before works commence. This plan should establish those who may be affected by certain works and the procedures to mitigate the noise exposure levels etc. Previous NMPs established those at risk from night time works and procedures to mitigate and address the issues were provided. Residents living within a certain distance from the works were notified of upcoming night time works.

### **6.12 CITY ARCHITECTS**

The Division indicates that the comments submitted previously in relation to the Stage 2 consultation remain valid and should be considered as part of this rail order assessment.

#### **6.12.1 PUBLIC REALM**

It is understood that the majority of works will take place within the existing rail corridor. However, the projected increase in passenger numbers will have impacts on the public realm around existing station entrances in the form of increased footfall. Studies of existing footpath widths, bike parking provisions etc. should be carried out to identify locations of potential shortcomings and where public realm upgrades will be required.

#### **16.12.2 PERCENT FOR ART**

Details to be provided in relation to the Percent for Art scheme requirements and how artworks will be integrated into the public realm.

#### **16.12.3 CONSERVATION**

Details of the treatment of parapets and the project design at the structures of heritage importance and across the project are required

#### **16.12.4 UNIVERSAL ACCESS**

Access for all passengers should be treated with equal importance in accordance with universal design principles. A Universal Access Audit on the design demonstrating how equal access for all users is being delivered should be prepared.

#### **16.12.5 HOWTH JUNCTION & DONAGHMEDE STATION WORKS**

The proposal to improve the station is welcome and the design should be developed to fully integrate into the surrounding area and include:

- public realm enhancements around the station entrances to provide safe, well-lit, open and inviting arrival points
- high-quality finishes and architectural detailing to the public realm and the buildings
- fully universally accessible station with lifts
- additional greening and SuDS measures
- additional secure cycle parking

#### **16.12.6 GENERAL OBSERVATIONS**

The City Architect's Division has made the following specific observations:

- Site plan drawings lack sufficient detail to allow a thorough assessment of the impact of new Dart+ Coastal North elements on the public realm adjacent to stations and the surrounding DCC roads and streets.
- Photomontage images lack sufficient detail to allow a thorough assessment of the impact of new Dart+ Coastal North elements on the public realm adjacent to stations and the surrounding DCC roads and streets.
- A statement regarding the Public Realm Strategy is made on page 79 of EIAR Vol 2 - Chapter 15 Landscape & Visual. However, there are no developed drawings or images included in the package that clearly demonstrate final public realm designs.
- Depictions of new public space as presented in the photomontages indicate extensive, unanimated hardscape. In line with the Dublin City Climate Action Plan, DCC Greening and Biodiversity Strategy and Public Realm Strategy, opportunities for greening, enhanced biodiversity and nature based SUDS infrastructure must be identified and maximised in new public realm areas.
- Station designs (GA plans and photomontages) do not appear to demonstrate street furniture layouts. In line with the Public Realm Strategy and Age Friendly policy opportunities for public seating should be identified.
- Bike parking and the transportation of bikes do not appear to be holistically considered as part of this application. To support a modal shift towards bike and rail these works should maximise bike parking opportunities around stations. Additional bike parking will impact the surrounding public realm so fully developed designs will require review by DCC.

## 7 CONCLUSION

DCC supports and welcomes the Project, as it will help deliver on several key policies and objectives of the Development Plan. The project supports the sustainable development of the GDA specifically relating to integrated planning and transportation solutions, sustainable mobility, enabling citizen participation to address climate action and will deliver a safer more efficient, low carbon, reliable and resilient rail network. This will effectively promote the modal shift from the private car towards more sustainable forms of transport including walking, cycling and public transport, ultimately contributing to the creation of a greener and more sustainable city.

Concerning compliance with European, National and local policies and requirements, it is considered that An Bord Pleanála is the competent planning authority. However, DCC is satisfied that the application generally accords with such requirements in addition to being consistent with, and supported by, the statutory Development Plan.

In the event that An Bord Pleanála is satisfied that the proposed development should be approved, it is requested that the Project is approved subject to conditions to ensure that the development is carried out in accordance with the proper planning and sustainable development of the area, and suggested conditions are attached in the appendix below.

Deirdre Scully

City Planning Officer

## **APPENDIX A: RECOMMENDED CONDITIONS**

### **ENVIRONMENT AND TRANSPORTATION DEPARTMENT**

#### **Liaison between Irish Rail and Dublin City Council**

1. Irish Rail shall proactively liaise with Dublin City Council at all stages of the Project including from detailed design through construction to handover phases. Prior to the commencement of development, an agreed programme for liaison including a schedule of regular meetings shall be agreed in writing with Dublin City Council.

#### **Handover**

2. Prior to the commencement of any works, a formal Handover Procedure Agreement shall be agreed upon with Dublin City Council and put in place for all works to be undertaken on public lands. This procedure shall be carried out on any section of work as soon as it is completed. A global handover of all works at the end of the construction period shall not be permitted. As-built drawings of each section of the finished works shall be provided in A1-sized hard copy to an appropriate scale and also in an electronic format compatible with DCC's current version of Micro station. These as-built drawings shall include details of any new services and alterations to existing services. Drawings shall also be provided showing exactly what areas are to be in DCC's charge.

#### **Existing Condition Record**

3. A photographic record of all areas in Dublin City Council's control to be affected by the scheme works shall be provided to Dublin City Council (DCC) prior to the commencement of any work.
4. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of the detailed design development of the approved scheme.

#### **Road Design & Construction**

5. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with DCC prior to construction.
6. New roads and alterations to existing roads shall comply with "Technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019".
7. Road Safety Audits shall be carried out for any new roads and each existing public road that is to be modified as part of the scheme works at appropriate stages throughout the design of each individual scheme.
8. The alignment of any new or altered roads included as part of the Project shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in "Construction Standards for Road and Street Works in Dublin City Council" unless otherwise agreed with DCC.
9. Pedestrian and cyclist connectivity to and within stations shall be improved as part of the scheme including as part of bridge works. Details to be agreed with Dublin City Council at detailed design stage. The Project shall ensure that principles of universal design are adhered to and accessibility requirements are met throughout the Project.

Bicycle parking proposed at the train stations, shall be secure, sheltered and well lit with key/fob access. Bicycle parking shall be constructed and ready for use prior to commencement of the use and shall be designed in accordance with Appendix 5, Volume 2 of the Dublin City Development Plan 2022 - 2028 and the Cycle Design Manual, September 2023 published by the National Transport Authority.

10. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage poles shall be agreed upon with E&T Department at the detailed design stage.
11. All signage and road markings comply with the *Traffic Signs Manual*.
12. Prior to the commencement of works, Irish Rail shall consult with the Roads Design and Construction Division of Dublin City Council regarding all works that impact bridges within Dublin City's jurisdiction. All works to bridges shall align with best practices as set out in TII Publications (Standards and Technical).

### **Reinstatement & Maintenance**

13. All reinstatement work in areas to be taken in charge shall be carried out in accordance with "*Construction Standards for Road and Street Works in Dublin City Council*" unless otherwise agreed with DCC.
14. The extent and type of reinstatement required shall be agreed upon with DCC prior to the commencement of any work on site. This shall be shown on drawings and signed off on by both parties.
15. Detailed drawings shall be prepared and forwarded to Dublin City Council, setting out proposed construction details for any works to the public realm including proposed materials and construction details.
16. All proposed upgrade works that involve changes or additions to the existing public realm, including alterations to the carriageway, footpaths, drainage systems, traffic infrastructure, public lighting etc. shall be completed in accordance with "*Construction Standards for Road and Street Works in Dublin City Council*" and in accordance with the 'Guidelines for Managing Openings in Public Roads', published by the Department of Transport. [guidelines for managing openings in public roads apr. 2017.pdf \(rmo.ie\)](https://www.rmo.ie/guidelines-for-managing-openings-in-public-roads-apr-2017.pdf)
17. Where applicable, samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to DCC for agreement prior to use.
18. Regarding bridge structures along the route, prior to the commencement of works Irish Rail and Dublin City Council shall agree in writing details regarding ownership and maintenance of bridges.

### **Construction Period**

19. Prior to the commencement of works, Irish Rail shall engage with Dublin City Council to agree an overall Traffic Plan for all project works including phasing of works, road closures and diversions etc. and which addresses the cumulative impact on traffic for the whole city. Irish Rail shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.

20. All roadworks shall be carried out in accordance with the current edition of Dublin City Council's *Directive for the Control and Management of Roadworks in Dublin City* unless otherwise agreed with DCC.
21. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street), Irish Rail or their Contractor shall pay DCC long-term impact charges as set out in the '*Guidelines for Managing Openings in Public Roads*', published by the Department of Transport. [guidelines for managing openings in public roads apr. 2017.pdf \(rmo.ie\)](https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation-guidelines-for-managing-openings-in-public-roads-apr-2017.pdf)
22. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to DCC's specification if required by DCC unless otherwise agreed with Dublin City Council.
23. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to DCC's specification.
24. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council.
25. Where relevant, works shall comply with Dublin City Council's procedure for 'Ground Anchors Installations' shall be adhered to as contained at
26. <https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation->

### **Environment & Drainage**

27. Surface water management should be given appropriate consideration at the early design stage. All surface water designs shall be submitted for written approval well in advance of the commencement of construction work. All drainage works shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from [www.dublincity.ie](http://www.dublincity.ie) Forms and Downloads).
28. Surface water shall be managed so that discharge to public sewers is avoided whenever possible in line with Dublin City Council's Sustainable Drainage Design & Evaluation Guide 2021. In order to achieve this the following hierarchy shall be adopted:
  - 1) Reuse of water on site.
  - 2) Infiltrate into the ground.
  - 3) Discharge to a natural watercourse.
  - 4) Discharge to a surface water network.
  - 5) Discharge to a combined network
29. Any discharge of surface water to public sewers shall be limited to 2l/s/ha. DCC requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water. The design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity and amenity. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering SuDS components, preference shall

be given to soft engineering solutions which mimic the natural water cycle. Discharge managed via a pipe and an attenuation tank system shall be the last option considered.

30. Given the nature of the proposed development, which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. The risk of flooding from all sources shall be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA). The proposed scheme should not increase and if reasonably possible reduce the risk of flooding to any other development and the flood risks to the project itself should be addressed through appropriate design. Where residual risks exist, measures for their management or mitigation shall be implemented.
31. Any works that may impact the existing DCC drainage infrastructure shall be agreed upon with DCC Drainage Division who must be consulted prior to such works commencing.
32. A clear minimum distance of three metres (or greater for deep sewers) shall be maintained between public sewers and all structures on site. No additional loading shall be placed on a sewer and any damage to a sewer shall be rectified at NTA's expense. A proposed surface water layout shall be submitted to the Drainage Division indicating proposed clearance/diversion, following site investigations, for written agreement with the DCC Drainage Division prior to the commencement of the project. Any sewers which are impacted by the project (i.e. sewers whose later maintenance would require consultation with Irish Rail) are to be CCTV surveyed before construction commences and upgraded if this is deemed necessary by Drainage Division. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the tracks is to be agreed with the Drainage Division.

### **Public Lighting**

33. Careful consideration needs to be given to the Lighting around station areas to ensure they are adequately lit. Areas to be taken in charge around stations shall be agreed upon, i.e. DCC areas and Irish Rail areas.
34. On many of the bridges, a new lighting scheme will be required to replace the existing old lighting infrastructure. The new lighting infrastructure will need to include lighting columns/LED lights, PL ducts & chambers, PL cables, new electrical supplies etc.
35. In general, if bridges are closed during construction then temporary lighting may not be required. However, if bridges remain open to the public then lighting, whether it be temporary or existing, will need to be provided or maintained.
36. Briefings are to be provided on the general layouts when they are available in order to fully understand and assess public lighting requirements. Ongoing consultation is required at all stages from design, to construction, to testing, commissioning and handover/taking charge. A formal documented approvals process shall be put in place with sign-off at each stage.
37. New and/or altered public lighting schemes shall comply with and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting. Light Level Classes will be dependent upon Daily Traffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed upon and signed off

for each area of the project. This may require re-assessment and possible re-classification of Light Level Classes to meet IS EN13021. Particular attention needs to be paid to light levels at entrances to stations and the areas around them where higher levels may be required (and different standards apply). Lighting needs to be treated holistically. If half a junction is being reconstructed the whole junction needs to be looked at and assessed holistically from a lighting standpoint to comply with standards. All public lighting works shall be carried out by a competent public lighting contractor or operator (such as DCC Public Lighting Services).

38. In areas where construction activities are taking place and there will continue to be some public access, these areas must remain lighted at all times. Maintaining lighting can be achieved by maintaining the existing public lighting infrastructure during construction or removing the existing public lighting infrastructure and providing agreed temporary lighting or providing the new public lighting infrastructure in advance of decommissioning the existing infrastructure.
39. A Condition Assessment of lighting infrastructure will be required in advance. Replacement of existing Lighting Infrastructure with new infrastructure is likely. Some Lighting Infrastructure will be at the end of life and the upgrading of luminaires may require the upgrade of the entire PL asset, including the column, cabling, and ducting for electrical and lighting compliance. Upgrade of luminaires to high-efficiency LED luminaires is a minimum requirement for each area. LEDs must comply with DCC General Specification.
40. Lighting circuits and electrical supply locations shall be established at the design stage. It shall be established whether any third-party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and, if so, their relocation planned accordingly, if applicable.
41. There is a limitation on where lights can be relocated. Careful consideration is needed in this regard. Street clutter shall be minimised to avoid a plethora of supply pillars and other street furniture.
42. Lighting Works may require alterations to other Utility Services. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure.
43. Careful consideration needs to be given to all proposed tree locations with respect to light locations to reduce potential blocking that could result in carriageways and footways being in darkness. Lighting Designers also need to carefully consider existing tree locations in their designs.
44. GPPR surveys may be needed in advance of construction in certain areas. All underground services shall be located and possible underground congestion identified. Any cellars under footpaths/roads shall be identified. This shall facilitate detailed design of new lighting infrastructure and be used to identify possible locations for lighting columns and duct routes etc.
45. DCC Public Lighting (PL) is the only ESB-authorized body that is responsible for managing street lights mounted on ESB Networks Infrastructure in Dublin City Council. Those involved in Projects such as DART Expansion cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB approval.



## **Noise, Vibration and Air Quality Control - Demolition and Construction Phase**

46. The works shall be carried out having regard to a Construction Management Plan submitted with the application. The Plan must be written having regard to the Dublin City Council Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition (access below link).

<https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition>

47. The Plan shall be approved by the Planning Department before work commences. The Plan shall include remedial measures committed to in the EIS, identified owing to the results of the baseline monitoring survey.
48. The hours of operation for the construction phase for all construction sites including depots shall be restricted to 7.00am to 6pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours shall be subject to the approval of Dublin City Council.

## **Operational Noise**

49. Additional noise monitoring shall be completed within Zone A to ensure a record of the baseline in this Zone, pre-proposed development, is established and the results compared with the noise model developed for the EIAR and also the Round 4 strategic noise maps. Locations shall be agreed with Dublin City Council.
50. A review of measures that could help achieve a reduction in environmental noise, from present and future rail operations, shall be conducted in collaboration with Dublin City Council for Zone A, and particularly PIA9, to consider what positive contribution could be made to reducing environmental noise in these areas and in-line with Ireland's commitment and obligations under the Environmental Noise Directive (END).

## **CONSERVATION/HERITAGE CONDITIONS**

51. A full-time conservation professional shall be employed to advise on the proposals at all stages of the project. The conservation professional shall advise the Conservation Section on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases.
52. Iarnród Éireann shall engage with the Planning & Property Development Department/Conservation Section in relation to potential impacts on architectural heritage arising from the project implementation and operation, ensuring such impacts are monitored by the design team so as to inform the design and mitigate against any adverse impacts on architectural heritage during rather than after the design process.
53. The Applicant shall seek the written authorisation of the Conservation Officer for any deviation from the methodology, materials and process described in the documentation submitted.
54. If, through the course of construction work, hitherto unknown and concealed architectural heritage fabric is found, the conservation professional shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, or Conservation Area.
55. All works shall be carried out in accordance with best conservation practice, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Advice Series issued by the Department of the Housing, Local Government and

Heritage. All repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.

56. All existing original architectural heritage features in the vicinity of the works shall be protected during the course of all phases of construction works.
57. All repair of historic fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.

#### **ARCHAEOLOGY CONDITIONS**

58. A Project Archaeologist shall be appointed by Irish Rail to assist the design team in the detailed design and construction and to ensure the successful delivery of the EIAR recommendations.
59. If any archaeological material is discovered within the Dublin City Council area, the City Archaeologist, the National Monuments Service, Dept. of Housing, Heritage and Local Government and the National Museum of Ireland shall be notified immediately.
60. All archaeological mitigation shall adhere to the archaeological policies, objectives and standards of the Dublin City Development Plan 2022-28.
61. All archaeological mitigation for the scheme shall comply with national policy and best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.
62. Should archaeological excavation be required in the Dublin City Council area, the primary archaeological paper and digital archive shall be prepared and deposited with the Dublin City Archaeological Archives in a timeframe and format agreed with the planning authority.
63. A strategy for the dissemination/publication of any archaeological reports and information generated as a result of the Dart + Coastal North project shall be developed and implemented by the project archaeologist with agreement of the planning authority Archaeologist.

#### **ARCHITECTURE CONDITIONS**

64. The siting of all utility cabinets and other above-ground utility infrastructure shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development.
65. A full palette of street furniture and their proposed locations shall be submitted to, and agreed in writing with the planning authority prior to commencement of development.
66. The selection and location of artworks along the route as part of the Percent for Art strategy shall be reviewed and agreed upon with the local authority Arts Office and submitted to, and agreed in writing with, the planning authority prior to commencement of development.

#### **CITY VALUERS**

67. Where DCC land is impacted by the Project, the following should apply:
  - a) DCC should be compensated for its lands utilised for the Project, both permanent and temporary take (including compounds), and including tenanted and leased properties whether title is/ is not taken, in accordance with the Acquisition of Land (Assessment of Compensation) Act 1919, as amended

- b) If title to DCC land is being transferred to IE or another, the Council, in addition to compensation under (i) above, should retain the air-rights for the development process.
- c) Appropriate accommodation works should be provided at DCC properties affected by the Project.
- d) Where alterations are proposed to the road network and/ or alternative access and parking arrangements are sought, IE should clearly identify which of the lands affected are public or private

## **APPENDIX B: LIST OF SIGNIFICANT PLANNING APPLICATIONS**

Note that this list is non-exhaustive.

- Strategic Housing Development at Rear of Connolly Station, Connolly Station car park, Sheriff Street Lower, Dublin 1. (ABP planning reference 305676) was granted in 2020.
- Strategic Housing Development at 52, 54, 56, 58 Station Road, Raheny, Dublin 5. (ABP planning reference 308552) was granted in 2020.
- Strategic Housing Development at Clongriffin on plots known as 6, 8, 11, 17, 25, 26, 27, 28 & 29, located to the north, south and east of Marrsfield Avenue and to the north, south, east and west of Marrsfield Crescent (plots 25, 26 and 27), to the south of Beltree Avenue. (ABP planning reference 305316) was granted in 2019. The parent permission is set to expire in 2025 and a new consent is now sought by the LDA for Blocks 5 and 6 under LRD Reference LRD6064/24. The LRD opinion meeting was held on 11<sup>th</sup> June 2024 and the Stage 2 opinion report was issued on 5<sup>th</sup> July 2024.
- Strategic Housing Development at Plots 4, 5 and 14, Clongriffin, Dublin 1. (ABP planning reference 305319) was granted in 2019.