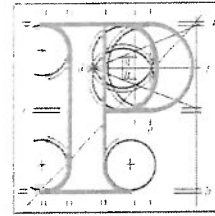


Our Case Number: ABP-320164-24

Planning Authority Reference Number:



**An
Bord
Pleanála**

National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20

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.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

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

Yours faithfully,

Aisling Reilly
Executive Officer
Direct Line: 01-8737131

RA03

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Riomhphost	Email	bord@pleanala.ie

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

Aisling Reilly

From: SIDS
Sent: Wednesday 23 October 2024 12:28
To: LAPS
Subject: FW: NTA Submission - DART+ Coastal North
Attachments: NTA Submission_DART+CoastalNorth_Railway Order.pdf

From: David Clements <David.Clements@nationaltransport.ie>
Sent: Wednesday, October 23, 2024 12:22 PM
To: SIDS <sids@pleanala.ie>
Subject: NTA Submission - DART+ 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.

Dear Sir / Madam,

Please find attached the National Transport Authority's submission on the DART+ Coastal North Railway Order application. Can you please confirm receipt at your earliest convenience.

Kind regards



David Clements (he/him/his)

Senior Land Use and Transport Planner

National Transport Authority | Údarás Náisiúnta Iompair

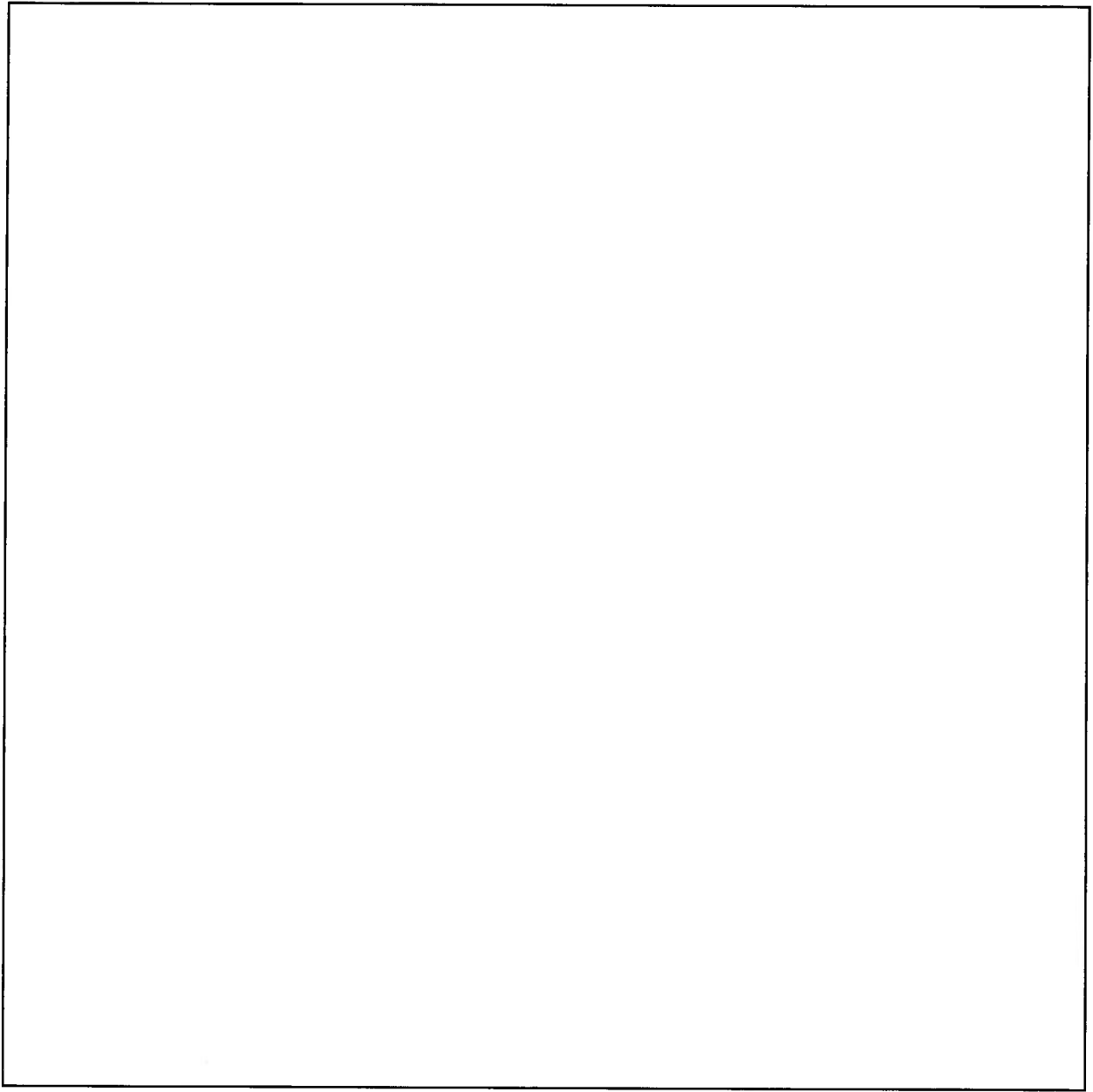
A: Dún Scéine, Iveagh Court, Harcourt Lane, Dublin 2, D02 WT20

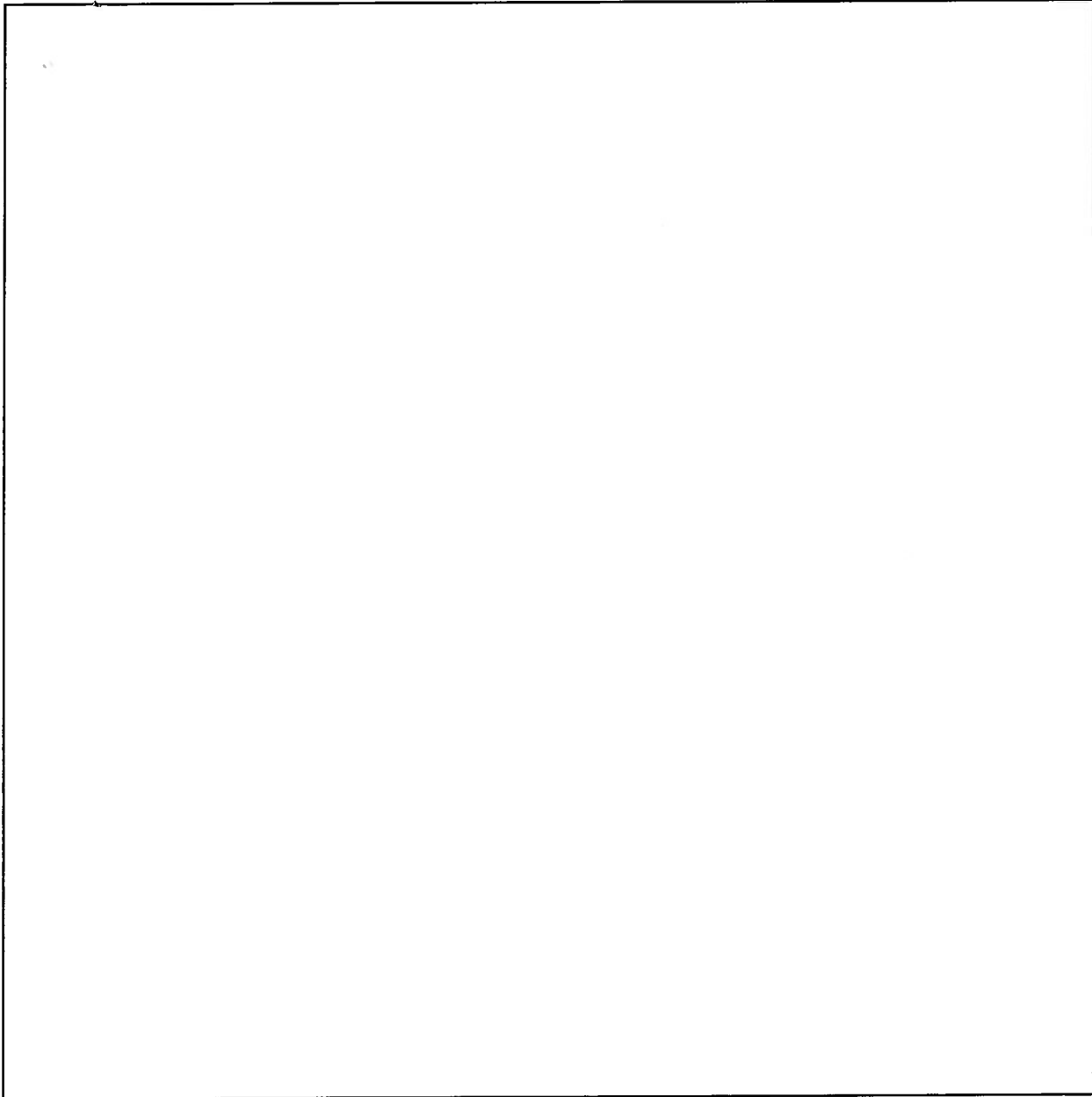
T: +353 (01)879 8305

E: david.clements@nationaltransport.ie

W: www.nationaltransport.ie

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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

Dún Sceine, Lóna Fhearchair
Baile Atha Cliath 2, D02 WT20

Dún Sceine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 0300

info@nationaltransport.ie
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23rd October 2024

RE: DART+ Coastal North Railway Order

The National Transport Authority (the 'NTA'), as the agency responsible for the strategic planning of transport infrastructure in the Greater Dublin Area, has reviewed this Railway Order application and recommends that An Bord Pleanála grant planning consent to Córas Iompair Éireann for the reasons and considerations set out below.

1. Government Policy

The DART+ Programme, of which DART+ Coastal North is a component, is a specific objective of Government, as expressed by, *inter alia*, the following:

- i. Action TR24/12(TF) of the 2024 Climate Action Plan;
- ii. National Strategic Outcome 4 of the National Development Plan, which provides for DART+ as a Strategic Investment Priority; and
- iii. Measure RAIL1 of the Transport Strategy for the Greater Dublin Area 2022-2042.

The NTA would place great emphasis on the extent to which DART+ is regarded by Government as a national transport priority. This is reflected by its central place in transport policy, climate action policy and national development policy as set out above. The NTA regard this as a critical consideration for An Bord Pleanála in the assessment of this Railway Order application.

In addition to the above policies and plans, the NTA notes that the recommendations set out in the All-Island Strategic Rail Review (AISRR), prepared by the Department of Transport and Department for Infrastructure in Northern Ireland, considers the infrastructure elements proposed under the DART + Coastal North project as Do-Minimum elements in the development of the railway network nationally. On this basis any of the recommendations contained within the All-Island Strategic Rail Review builds upon the programme of work proposed under DART+.

2. National, Regional and Local Objectives

In addition to those listed above, the proposed development is central to the achievement of a wide range of national, regional and local objectives which are set out in the following policy documents:

- National Sustainable Mobility Policy (NSMP);

- National Investment Framework for Transport in Ireland (NIFTI);
- National Planning Framework (NPF);
- Eastern and Midlands Regional Assembly's Regional Spatial and Economic Strategy (RSES) and Metropolitan Area Strategic Plan (MASP);
- Dublin City Development Plan;
- Fingal County Development Plan;
- Meath County Development Plan; and
- Louth County Development Plan.

The manner in which DART+ Coastal North realises the myriad policy objectives in the above may be summarised as follows:

- The Avoid-Shift-Improve principle is embedded within the NSMP and the Transport Strategy. DART+ Coastal North, by providing for a significant uplift in public transport capacity, will facilitate a move towards more environmentally friendly public transport and to the reduction in carbon emissions from transport;
- The concept of Compact Growth (incorporating Transit-Oriented Development) drives land use policy at all levels from the NPF at the national level, to the RSES and Development Plans at the regional and local level. DART+ Coastal North provides for this by facilitating the on-going consolidation of development at key locations served by rail stations through significantly increasing their levels of accessibility by catering for more trains serving these stations, e.g., Docklands, Clongriffin, Portmarnock South, Donabate and Drogheda. Development at these locations has been pursued over time in tandem with the planning and design of DART+ and its predecessor programmes.

3. Consideration of Proposed Scheme Details

As the Approving Authority for DART+, the NTA has reviewed the scheme in detail with Iarnród Éireann throughout its development in advance of the lodgement of this Railway Order. The NTA is satisfied that the Railway Order as submitted to the Board has considered the available alternatives, the views expressed during the non-statutory consultations and represents the appropriate approach to serve the existing and future communities along this corridor with the effective high-capacity public transport solution that is required to meet demand in the long-term.

3.1 Howth Junction / Donaghmede Station Proposals

The Railway Order application includes for significant enhancements to the station environment at Howth Junction / Donaghmede Station and the provision of a new crossover. These proposals address a range of issues that exist at the current railway station enhancing the customer experience and introduces flexibility for the operation of the current DART network. The proposed works maintain the necessary infrastructure to provide direct services between the city centre and Howth and the city centre northwards to Malahide and Drogheda.

The proposed works also facilitate changes to the service patterns which may be necessary at some point in the future to meet the demand as it grows along the Northern Line and Howth routes. The optimum capacity on both lines can be achieved through the provision of a 10-minute frequency to Howth, Sutton and Bayside, representing a doubling of all-day frequency, and the provision of a 5-minute frequency service on the Northern Line, which is achieved by reconfiguring the Howth branch service to a shuttle type, with interchange at a significantly improved Howth Junction and Donaghmede station. Any future changes to service patterns and timetables will be considered

through the annual timetable change process which is developed by Iarnród Éireann and the NTA and subject to public consultation.

4. Concluding Remarks

The improvement of rail service frequency and capacity on the Northern Line has been a long-standing objective of transport planning at the regional and metropolitan level. The lack of progress in this regard has been a major constraint to the delivery of more sustainable forms of development with high-quality public transport services in north Dublin, Louth and East Meath.

Settlements along the Northern Line continue to be identified as major growth centres for the coming years in the Regional Spatial and Economic Strategy, and in the relevant County Development Plans. The proposed development is therefore addressing persistent legacy deficits in transport infrastructure and services, and in the integration of land use planning and transport planning in the Eastern and Midlands Region.

For the reasons outlined above, the NTA strongly supports the proposed development as critical in meeting Government objectives related to climate change; sustainable development; economic wellbeing, and the fostering of a sustainable transport culture whereby viable and attractive alternatives to the private car are provided. It is therefore recommended that An Bord Pleanála grant planning consent to Córas Iompair Éireann to proceed with DART+ Coastal North.

I trust that the views of the NTA will be taken into account in the assessment of this Railway Order application.

Yours sincerely



Michael Mac Aree
Head of Strategic Planning