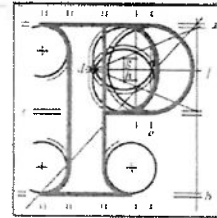


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

~Transport Infrastructure Ireland (TII)
Parkgate Business Centre
Parkgate Street
Dublin 8

Date: 09 October 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 submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

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 the meantime 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

RA05

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

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

Aisling Reilly

To: LandUsePlanning@tii.ie
Subject: RE: TII submission to ref. NA29N.320164 - DART + Coastal North Railway Order 2024

A Chara,

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

Kind regards,
Aisling

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Monday, September 23, 2024 3:07 PM
To: Bord <bord@pleanala.ie>
Subject: TII submission to ref. NA29N.320164 - DART + Coastal North Railway Order 2024

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 a copy of TII's observation on the above application.

Please acknowledge receipt of this submission.

Acknowledgements can be forwarded to landuseplanning@tii.ie.

Regards,

Cliona Ryan
Land Use Planner
Transport Infrastructure Ireland
Phone: +353 (0)1 646 0000
Land Use Planning Email: landuseplanning@tii.ie
Address: [Parkgate Business Centre, Parkgate Place, Parkgate Street, Dublin 8, Ireland, D08 DK10](#)



In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring urgent attention.

De réir pholasáí BIÉ An Ceart gan a bheith Ceangailte, má tá an ríomhphost seo á fháil agat lasmuigh de na gnáthuaireanta oibre, nílim ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

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Córas r-phoist BIE: Tá an ríomhphost seo agus aon chomhaid a tharchuirtear leis faoi rún agus beartaithe lena n-úsáid ag an duine aonair nó ag an eintiteas a bhfuil siad dírithe chuige/chuici amháin. Más rud é go bhfuair tú an ríomhphost seo trí bhotún, cuir sin in iúil do postmaster@tii.ie, le do thoil, agus scríos an ríomhphost bunaidh agus aon cheangaltáin.

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01V902

By email: bord@pleanala.ie

Dáta|Date 23 September 2024

Ár dTag|Our Ref. TII24-128015

Do dTag|Your Ref. NA29N.320164

Re: DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch

Dear Sir/Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the DART+ Coastal North Railway Order application by Córas Iompair Éireann.

TII has reviewed the application, including updated information by notice in September 2024. Having regard to government policy, the proposed Railway Order development should proceed complimentary to, and integrated with the national road network and existing Luas infrastructure.

TII's observations seek to address the safety, capacity and strategic function of the national road network and existing Luas in accordance with TII's statutory functions and the provisions of official policy. Please note that future Luas, Metro and BusConnects alignments are a matter for the NTA.

To that effect TII provides the following commentary for consideration:

TII was circulated Environmental Impact Assessment Report (EIAR) scoping request and engaged in pre-application consultation stages of the DART + Coastal North project, summarised as follows:

- TII ref. TII22-117539 response to Public Consultation no. 1, February 2022;
- TII ref. TII23-122211 scoping response to information to be contained in an Environmental Impact Assessment Report (EIAR), April 2023; and
- TII23-122950 response to Public Consultation no. 2, June 2023. A copy of the submission made in June 2023 is enclosed.

TII is responsible for the maintenance and operation of safe and efficient national road and light rail networks. Submissions made by TII to the pre-application stage highlighted that the national road network, and Dublin Tunnel, over which part of the proposed development is to occur is a critical enabler of national, regional, and local development policy objectives and its protection should form part of the design and mitigation measures of the Draft Railway Order proposal.

As the Board is aware, *Project Ireland 2040, National Development Plan 2021 – 2030*, outlines the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. Government also includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in National Strategic Outcome 2 (NSO 2) of the *National Planning Framework*. In addition, official policy for development at or near national roads is set out in the Section 28 DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*.

The requirement to protect the capacity, safety and efficiency of the existing national road network is reflected in the *Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy, 2019-2031*. The NTA *Greater Dublin Area Transport Strategy 2022-2042* at Measure ROAD2 sets out *National Roads Requirements* explicitly complementary to the Guidelines and includes provision no. 9 as follows:-

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“9. The primary functions of the Dublin Tunnel will be maintained and protected. These functions are to facilitate the movement of goods vehicles between Dublin Port and the national road network and to facilitate access to the City Centre for public transport service vehicles, whilst also facilitating the ‘strategic’ movement of goods to and from Dublin City Centre, subject to appropriate vehicle size and time restrictions. It is also essential that the structural integrity of the Tunnel from incompatible over ground development is ensured.”

In addition to supporting Measure ROAD2, Section 8.5.8 *Street/Road, Bridge and Tunnel Infrastructure* of Chapter 8 *Sustainable Movement and Transport* of the *Dublin City Development Plan 2022 – 2028*, sets out the role and requirement for the protection of the M50 and Dublin Tunnel is recognised.

Policy SMT31 of the *Dublin City Development Plan 2022-2028* requires that development proposals over the tunnel area be accompanied by a Development Assessment. The Tunnel area is indicated on the Dublin City Development Plan 2022-2028 maps and the Assessment requirements are set out in Appendix 5, subsection 9.1 Dublin Tunnel Structural Safety of that Plan.

TII, as the national roads authority sets development guidance and standards for traffic and road assessments and construction that may be necessary by reason of proposed development location, scale or typology. The Dublin Tunnel due to its character and nature is subject to very specific and specialised tunnel management requirements as detailed in the TII “*Guidance Notes for Developers The assessment of surface and sub-surface developments in the vicinity of the Dublin Port Tunnel*” which is available at:

https://www.dublincity.ie/sites/default/files/media/file-uploads/2018-07/Port_Tunnel_Guidance_Notes_for_Developers.pdf

It is critical to the safe and efficient operation of the national road network and the Dublin Tunnel during and after the proposed works that any potential impacts of the proposed works and electrified railway lines are adequately mitigated in accordance with TII “*Guidance Notes for Developers The assessment of surface and sub-surface developments in the vicinity of the Dublin Port Tunnel*” requirements as part of the Railway Order.

TII would highlight that the submitted documentation includes *Book 1 Works Plans. Works Layout Plan no. 1, 1/1* that indicates works to the existing train line and depot in Fairview Park through which the Dublin Tunnel runs and is indicated on that *Works Plan*. TII also notes proposed works refs. 1.01, 1.02 and 1.03 in the vicinity of the Tunnel that refer to construction compounds and works external to Fairview Depot Maintenance Building in the submitted Schedule “*Railway Order - Works Layout Plan No. 1 Clontarf Road Station and Surrounds*”.

TII are concerned that it does not appear that the submitted application includes appropriate identification and treatment of the Dublin Tunnel below proposed works area, nor the undertaking of an assessment in accordance with the requirements of the Policy SMT31 of the *Dublin City Development Plan 2022-2028*.

It is also noted that a proposed Construction Environmental Management Plan (CEMP) in Appendix A5.1 of the submitted EIAR presents the approach and application of environmental management and mitigation for the construction phase and Chapter 27 of the submitted EIAR which is *the Schedule of Mitigation and Monitoring Measures* do not appear do not include the required details for the mitigation of potential impact on the Dublin Tunnel. This is a concern.

Proposed resolution of national roads network matters raised.

In light of the above matters, TII recommends that the following conditions should be applied in the event of the approval for this proposal in the interests of the protection of the safety, capacity, and efficiency of the national road network.

1. Prior to commencement of development, the final Construction Environmental Management Plan (CEMP) shall be submitted for the written agreement of the planning authorities subject to the written agreement of TII which shall include a Development Assessment for the Dublin Tunnel prepare in consultation with TII and identify appropriate mitigation and monitoring for the national road network.
2. Prior to commencement of development, the Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall:-
 - a) demonstrate consultation with the Motorway Maintenance and Renewals Contract Network A and M3 PPP Contractors, via TII and the relevant road authorities, and
 - b) include detailed information on traffic management, including signage (static and VMS) to ensure the strategic function of the national road network is protected.

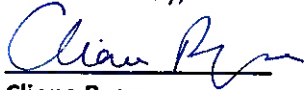
Conclusion

The content of this submission recommendations by TII are submitted to be in the interests of the capacity, safety and efficiency of national roads and Luas and therefore the protection of the strategic capacity of the national road and light rail transport networks.

TII trusts that the foregoing comments will be of assistance to the Board in considering the Railway Order.

Please acknowledge receipt of this submission.

Yours faithfully,



Cliona Ryan

Land Use Planner

Encls. Copy of TII response to Public Consultation no. 2 of Dart + Coastal North, June 2023 (TII ref. TII23-122950)



Christopher Bradish
Stakeholder Engagement Manager for DART+ Coastal North
Iarnród Éireann
Inchicore Works
Inchicore Parade
Dublin 8

By email: to DARTCoastalNorth@irishrail.ie

Dáta | Date
23/06/2023

Ár dTag | Our Ref.
TII23-122950

Bhur dTag | Your Ref.
DART+ Coastal North Project

RE: DART+ Coastal North Project, Response to Public Consultation No. 2 – the Preferred Option

Dear Mr. Bradish,

Transport Infrastructure Ireland (TII) acknowledges referral of notice of the second round of non-statutory consultation for the DART + Coastal North Project seeking stakeholder feedback on the Preferred Option.

In accordance with practice, TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official national road and light rail policy and guidelines including *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.tii.ie.

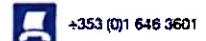
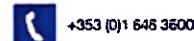
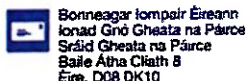
TII has made previous submissions to referred iterations of the Project. Under TII ref. TII22-117539 a response to Public Consultation no. 1 was made in February 2022, and under TII ref. TII23-122211 a scoping response to information to be contained in an Environmental Impact Assessment Report (EIAR) was made in April 2023.

The Preferred Option includes electrification works to the rail line in Fairview Park where the Dublin Tunnel runs under the line at a location just south of Clontarf Road Station and Fairview Depot.

As outlined in this correspondence, the Authority has reviewed the material supporting the Preferred Option (Public Consultation no. 2). It does not appear that the presence of the Dublin Tunnel and associated technical assessment requirements to ensure the protection of this national strategic asset have been recorded as part of the optioneering exercise. TII reiterate the importance of the requirement that DART + Coastal North progress in a manner complementary to the maintenance of the safe and efficient operation of the Dublin Tunnel and its specific requirements.

TII advises that, a review of the potential impact on the Dublin Tunnel and associated national road infrastructure together with appropriate mitigation is required to be undertaken as part of the progression of detailed proposals and assessments of the DART + Coastal North Preferred Option. The resolution of these matters and their reflection in revised documentation is essential to avoid detrimental impact on the capacity, safety or efficiency of the national road network, the interests of sustainable development, and the promotion of an integrated approach to land use and transportation planning. The following gives context and outlines matters to be considered:-

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The Dublin Tunnel, part of the M50, transverses Dublin City Fairview Park in a north – south direction. The DART + Coastal North Project route includes the railway line that transverses the park in a generally east-west direction and includes works to the Fairview DART Road Station and Fairview Depot and in their vicinity. As the Preferred Option route runs over the Tunnel, there is potential for direct impacts on the Dublin Tunnel that requires identification and mitigation as part of the DART + Coastal North Project.

The Dublin Tunnel is identified as 'M50' on *Annex 1.1 – Map 1 of 23: Clontarf Road Station and Surrounds* part of the Public Consultation No. 2 *Useful Material and Downloads*. This map appears to indicate 2 no. 'construction compounds' in the vicinity of the Tunnel however the mapping is unclear and does not appear to identify Tunnel extents.

Public Consultation No. 2 *Useful Material and Downloads* includes an *Option Selection Report* in two volumes; *Volume 1: Preferred Option Report* and *Volume 2: Technical Report*. Annexes are also provided that include *Annex 2: Preferred Option Report - Supporting Material* that holds a policy context review and Annex 3.1 –Constraints Report. It appears that relevant policy provisions, including that in the current Dublin City Development Plan that holds a requirement for assessment of potential impact on the Dublin Tunnel is not discreetly recorded as part of the selection criteria.

TII has responsibility for the co-ordinated maintenance and renewal of sections of the strategic national road network, on behalf of local road authorities, through Motorway Maintenance and Renewal Contracts (MMaRC) and PPP Concession Contracts. The Tunnel is also subject to M50 Dublin Tunnel Traffic Management.

Project Ireland 2040, National Development Plan 2021 – 2030, outlines the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. Government also includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in *National Strategic Outcome 2* of the *National Planning Framework*.

The requirement to protect the capacity, safety and efficiency of the existing national road network is reflected in the *Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy, 2019-2031*, specifically at RPO 8.1, 8.2 and 8.3. RPO 8.1 promoting integration of land use and transportation planning includes the Integrated Land Use and Transportation Guiding Principle set out at section 5.6; *"The strategic transport function of national roads and associated junctions should be maintained and protected."* The Dublin Tunnel is part of the M50 and provides access to Dublin Port recognised as a Port of National Significance (Tier 1 Port) supported by RPO 8.21.

Official policy for development at or near national roads is set out in the DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*. The NTA Greater Dublin Area Transport Strategy 2022-2042 at Measure ROAD2 sets out *National Roads Requirements* explicitly complementary to the Guidelines and includes provisions 1 and 9 as follows:-

- "1. The primary function of national roads is to cater for strategic traffic and this function must be protected"; and*
- "9. The primary functions of the Dublin Tunnel will be maintained and protected. These functions are to facilitate the movement of goods vehicles between Dublin Port and the national road network and to facilitate access to the City Centre for public transport service vehicles , whilst also facilitating the 'strategic' movement of goods to and from Dublin City Centre, subject to appropriate vehicle size and time restrictions. It is also essential that the structural integrity of the Tunnel from incompatible over ground development is ensured."*

The Dublin Tunnel within the administrative boundary of Dublin City Council. Section 8.5.8 *Street/Road, Bridge and Tunnel Infrastructure* of the Dublin City Development Plan 2022 – 2028, recognition of the role and requirement for the protection of the M50 and Dublin Tunnel is recognised. Policy SMT31 of the Dublin City Development Plan 2022-2028 requires that development proposals over the tunnel area be accompanied by a Development Assessment. The tunnel area is indicated on the Dublin City Development Plan 2022-2028 maps and the Assessment requirements are set out in Appendix 5, subsection 9.1 Dublin Tunnel Structural Safety of that plan. TII guidance on the preparation of this assessment is available at: <https://www.dublincity.ie/sites/default/files/media/file-uploads/2018-07/Port Tunnel Guidance Notes for Developers.pdf>

Indirect impacts on the national road network may arise as a result of project characteristics such as construction haul routes. National Road Guidance and TII Publications set out development design and potential impact mitigation guidance. In this regard, the EIAR Scoping response issued under TII23-122211 in April 2023 is enclosed to reiterate the requirement to consider mitigation of impact on the national road network a part of the DART + Coastal North Project.

Conclusion

Due to the location of the DART + Coastal North Preferred Option route and associated construction compounds relative to the Dublin Tunnel asset and associated under and over ground infrastructure forming part of the national road network, there is potential for direct impacts and interactions between this section of the national road network and the Preferred Option as highlighted in earlier submissions.

TII are of the opinion that there is a requirement that the presence and mitigation of potential impact on the Tunnel be reflected in the DART + Coastal North Project to ensure appropriate assessment of potential impacts and interactions with critical national road infrastructure and appropriate mitigation form part of the proposal.

Indirect impacts on the national road network may arise also from the Project, mitigation of those impacts should be included in the Project design and EIAR. TII EIAR Scoping response issued under TII23-122211 in April 2023 is enclosed for reiteration in this regard.

In view of the progression of the DART + Coastal North Project, TII are of the opinion that specific stakeholder engagement in relation to Dublin Tunnel assessment and mitigation of potential indirect impacts on the national road network is in order. Arrangements for this engagement may be made via landuseplanning@tii.ie.

I trust that the above comments are of assistance.

Yours faithfully,



Cliona Ryan
Land Use Planner

Enclosures.

Enclosure 1 of 1 Copy of TII22-117539, DART+ Coastal North Public Consultation public consultation no. 1 - Emerging preferred opinion, issued 10 March 2022

Enclosure 2 of 2 Copy of TII23-122211, DART+ Coastal North EIA Scoping Response, information to be contained in an Environmental Impact Assessment Report (EIAR), issued 18 April 2023



DART+ Coastal
Iarnród Éireann
Inchicore Works
Inchicore Parade
Dublin 8
D08 KGY3

Email: DARTCoastalNorth@irishrail.ie

Dáta | Date
10 March 2022

Ár dTag | Our Ref.
TII22-117539

Bhur dTag | Your Ref.

Re: DART+ Coastal North Public Consultation public consultation no. 1 - Emerging preferred opinion

Dear Dart Coastal North,

Further to receipt of the above documentation, Transport Infrastructure Ireland (TII) advises similar to Irish Rail, TII has a role in the implementation in Project 2020's National Planning Framework and National Development Plan, 2018 – 2027 . This involves meeting Project Ireland 2040 National Planning Framework National Strategic Outcomes 1, 2, 4 6 and 8 by safeguarding the strategic function of Luas and National Roads to maintain the strategic capacity and safety of these networks, including planning for future capacity enhancements, delivering national road, light railway, metro and Active Travel infrastructure a contributing to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low carbon future.

In addition, TII would highlight that the National Development Plan, outlines the investment priority to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. There is a strong requirement for careful coordination between the two bodies in these localities, which ensures safeguarding of the existing and future national roads and light rail network assets and delivery of the Dart + Coastal North project.

It is advisable that the development of the Dart + Coastal North project investigate means of avoiding or minimising the impacts on TII assets to ensure the mutually important national objectives of both TII and Irish Rail are met.

Having reviewed the DART+ Coastal North reports , it is observed that the project potentially interacts with M50 Dublin TII assets at Fairview with respect to electrification arrangements and at Fairview Depot alterations. TII advises that an assessment is required to be undertaken in accordance with TII Guidance Note, 'The Assessment of Surface and Sub-surface Developments in the Vicinity of the Dublin Port Tunnel' with further discussions via TII's Dublin Tunnel and Landuse Planning teams in conjunction with Dublin City Council to avoid impact on the M50 Tunnel structural integrity. In addition, Dart + Coastal North project will also have inputs associated with grid connections, construction traffic management, post construction maintenance issues and a signage strategy would also create potential impacts for TII.

TII recommends that the coordinated approach with regard to interaction with TII on these locations and assets needs to be continued vas the project progresses.

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Finally, Irish Rail is advised that Transport Infrastructure Ireland (TII) is not a planning authority. The Authority has, however, the status of a statutory consultee under planning legislation. TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The issuing of this correspondence is provided as means of facilitating best practice guidance and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

I trust that the above comments are of assistance.

Yours sincerely,

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

Tara Spain
Head of Land Use Planning



Christopher Bradish
Stakeholder Manager – DART+ Coastal North, on behalf of of Iarnród Éireann
Arup
50 Ringsend Road
Dublin 4

By email: to DARTCoastalNorth@irishrail.ie

Dáta | Date
18/04/2023

Ár dTag | Our Ref.
TII23-122211

Bhur dTag | Your Ref.
DART+ Coastal North

RE: DART+ Coastal North EIA Scoping Response, information to be contained in an Environmental Impact Assessment Report (EIAR)

Dear Mr. Bradish,

Transport Infrastructure Ireland (TII) acknowledges referral by email of the *DART + North Environmental Impact Assessment Scoping Report*, dated February 2023 on behalf of Iarnród Éireann seeking input on the information to be contained in an EIAR (Environmental Impact Assessment Report) and the methodologies to be used in gathering and assessing that information.

TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official national road and light rail policy and guidelines including *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.tii.ie.

The covering email circulating the EIA Scoping Report referred to a previous Public Consultation no. 1 in February 2022 to which TII made response under TII ref. TII22-117539. A copy of that correspondence is attached.

The referred EIA Scoping Report at section 3 provides a preliminary project description and depiction of project extents from *East Wall Junction/Tolka River* to the south to *Drogheda* to the north. As observed in appended correspondence ref. TII22-117539, the DART + Coastal North project will interact with M50 TII assets, including the Dublin Tunnel at Fairview and further interactions will potentially occur with the national road network by reason of associated grid connections, construction traffic management, post construction maintenance issues and signage strategies.

The Dublin Tunnel represents critical national infrastructure, forming part of the M50 and the TEN-T Core Network subject to M50 Dublin Tunnel Traffic Management. Section 8.5.8 *Street/Road, Bridge and Tunnel Infrastructure* of the Dublin City Development Plan 2022 – 2028, recognises of the role and requirement for the protection of the M50 and Dublin Tunnel up to and including specific development assessments reviewed by TII on behalf of Dublin City Council as described in Appendix 5 of that Plan.

TII acknowledges the indication in the email circulating the EIA Scoping Report of an upcoming second round of non-statutory consultations for the DART+ Coastal North Project (Public Consultation No.2) in the coming weeks. The Authority reiterates their recommendation for a coordinated approach with regard to interactions between the project and TII assets that may occur as set out in previous correspondence appended (TII ref. TII22-117539). In this regard, the Authority looks forward to consultation in the form of further discussions via TII's Dublin Tunnel and Landuse Planning teams in conjunction with Dublin City Council to avoid impact on the Dublin Tunnel.

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Bonneagar Iompair Éireann
Ionad Gnó Chwata na Páirce
Sráid Chwata na Páirce
Baile Átha Cliath 8
Eire, D08 DK10



Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
Ireland, D08 DK10



info@tii.ie



www.tii.ie



+353 (0)1 646 3600



+353 (0)1 646 3601

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid development application referred.

With respect to EIAR scoping issues, the recommendations indicated below provide general guidance for the preparation of an EIAR, which may affect the national roads network.

The scheme promoter should have regard, *inter alia*, to the following;

- TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in the proximity of the proposed development. Sufficient information should be submitted in the EIAR to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network, including its structures and drainage services. Significant improvements to the national road network have been overseen by County Councils, as road and planning authorities for their respective areas, in collaboration with Transport Infrastructure Ireland (TII).
- The EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network in order to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network.
- The project appears to traverse the Dublin Tunnel for which development assessment in accordance with Policy SMT31 and Appendix 5 of the current Dublin City Development Plan 2022-2028 is required.
- The developer should have regard to any Environmental Impact Statement or Report and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.
- The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).
- In conducting Environmental Impact Assessment, regard should be had to TII Environment Guidelines that deal with assessment and mitigation measures for varied environmental factors and occurrences as noted at section 4.3 of the Scoping Report. In particular;
 - a. TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006),
 - b. The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)).
- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. In relation to national roads, the Authority's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA. Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed as TII will not be responsible for such costs.

- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.
- In relation to haul route identification, the scheme promoter should clearly identify haul routes proposed and assess the network to be traversed. Where abnormal loads are proposed, separate structure approvals/permits and other licences may be required in connection with proposed haul routes and all structures on the haul route should be checked by the scheme promoter to confirm their capacity to accommodate any abnormal load.

Notwithstanding, any of the above, the developer should be aware that this list is non-exhaustive, thus development specific issues should be addressed in accordance with best practice.

I trust that the above comments are of assistance.

Yours faithfully,



Cliona Ryan
Land Use Planner

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