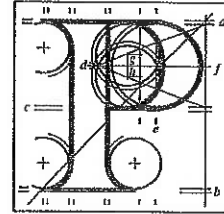


Our Case Number: ABP-311315-21



An
Bord
Pleanála

Iannród Éireann
Senior Track & Structures Engineer
Pearse Station
Westland Row
Dublin 2
D02RV00

Date: 28 October 2021

Re: Park development project at the Racecourse Park
Located between Baldoyle and Portmarnock, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Jennifer Sherry
Executive Officer
Direct Line: 01-8737266

AA02

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

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Jennifer Sherry

From: SIDS
Sent: Wednesday 27 October 2021 16:25
To: Jennifer Sherry
Subject: FW: Iarnród Éireann Observation Submission - Proposed Park Development Project at Racecourse Park between Baldoyle and Portmarnock.
Attachments: IE Letter to ABP - Racecourse Park (26.10.21).pdf

From: Bord <bord@pleanala.ie>
Sent: Wednesday 27 October 2021 09:04
To: SIDS <sids@pleanala.ie>
Subject: FW: Iarnród Éireann Observation Submission - Proposed Park Development Project at Racecourse Park between Baldoyle and Portmarnock.

From: Garrett McGuinness <Garrett.McGuinness@irishrail.ie>
Sent: Tuesday 26 October 2021 14:23
To: Bord <bord@pleanala.ie>
Cc: Nick West <Nick.West@irishrail.ie>; Brian Whelehan <Brian.Whelehan@irishrail.ie>; Mark Conroy <Mark.Conroy@irishrail.ie>; David Gannon <David.Gannon@irishrail.ie>
Subject: RE: Iarnród Éireann Observation Submission - Proposed Park Development Project at Racecourse Park between Baldoyle and Portmarnock.

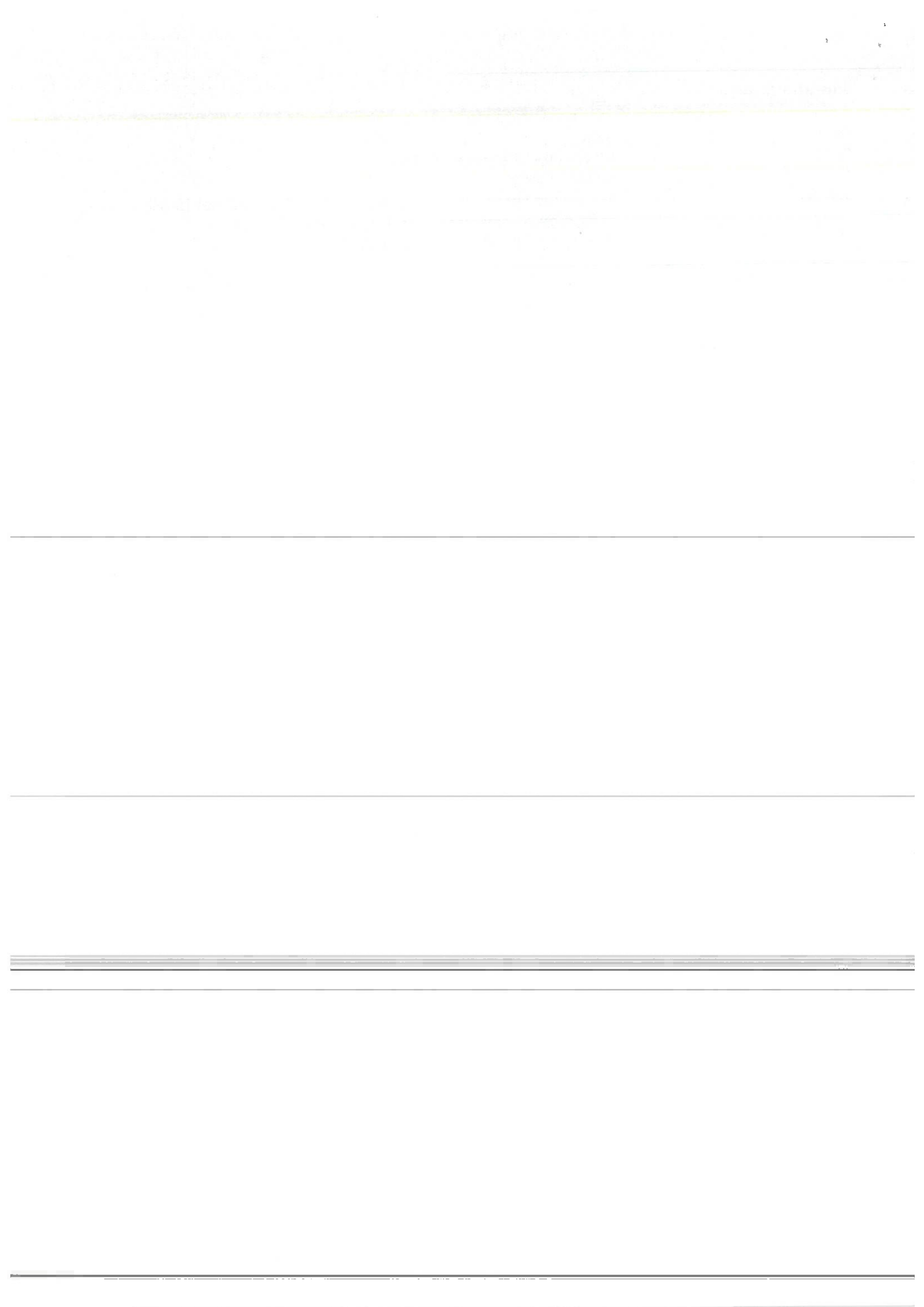
Dear Sir / Madam,

With respect of the above proposed development please find attached our comments and observations pertaining to our review of the planning permission documentation. If you have any comments or require any clarifications or additional information please do not hesitate to contact me.

Regards,

Garrett McGuinness
Chartered Engineer, BEng(Hons) MSc Dip. Eng CEng MIEI
Senior Track & Structures Engineer's Department,
Iarnród Éireann, Pearse Station, Westland Row, Dublin D02 RV00
☎ + 353 1 703 4597 📞 087 6501548 ✉ garrett.mcguinness@irishrail.ie www.irishrail.ie





An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

Date: 26th October 2021
Our ref: 3237/21
Your ref: JP06F.311315

Re: Proposed Park Development Project at Racecourse Park between
Baldoyle and Portmarnock.
Applicant: Fingal County Council.

Dear Sirs,

In relation to the above proposed development I wish to advise that on behalf of the Board of Iarnród Éireann, a Prescribed Body under the Planning & Development Regulations 2006, Article 28. (1). (j & w), we would like to make the following observations:

- 1) The Railway Safety Act 2005 places an obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of these works. Because of the proximity of the site to the Railway, the Developer must take into account this obligation in Design, Construction and Operation of the development. The proposed development has the potential to significantly impact the safety of the operational railway. The Applicant must engage with Iarnród Éireann seeking advice on technical requirements for mitigating impacts on railway infrastructure and operations.
- 2) The boundary of the proposed development lies directly adjacent the Dublin - Belfast Railway line at two locations, these being approximately situated at Underbridge UBB19 (Mayne River) and directly north of Underbridge UBB20. The site boundary shown on the plan drawings and assumes that the property boundary to railway lands corresponds with OSi mapping. This approach is unreliable and does not take account of historical drainage channels running parallel to the railway at the crest of cuttings and the toe of embankments which fall within the original land take for the railway corridor. It is therefore probable that the proposed development encroaches onto CIÉ/Iarnród Éireann lands. It is noted that the documentation provided by the applicant do not specify a dimension between the proposed boundary wall and the track, or alternatively GPS coordinates for the line of the wall that would allow for comparison with the Railway's records for the boundary line along this section. The Applicant should engage with Iarnród Éireann and provide detailed cross sections with a view to agreeing the line of the proposed boundary.

3) The DART+ Coastal Project (Northern Line) is underway and is currently at Phase 2 Project Concept, Feasibility & Option Selection. The works will involve track modifications to improve capacity, the installation of trackside overhead line equipment, construction of electrical substations including access roads, modifications to rail bridges, and any other modifications required to existing permanent way or railway systems infrastructure. An optioneering study to determine those works is on-going (target completion late 2021) and this may determine the requirement for railway infrastructure additions or modifications in the vicinity of this proposed development. As a consequence of the estimated land take required to facilitate a works corridor for the track and bridge upgrade, no development is to take place within an area 25m East of the nearest running edge of the rail without the written permission of Iarnród Éireann. This also includes the positioning of any access road, Soakholes / Percolation areas. The Developer should consult with IÉ in relation to the output of this option selection study together with all other aspects of the DART+ Coastal Project.

4) Access to the construction site for DART+ will be required to be maintained to R123 Moyne Road. An existing license agreement between the Applicant and Iarnród Éireann will need to be maintained or updated accordingly.

5) We note that it is proposed to connect a walking and cycling network in the development with the Dublin City Council lands at Clongriffin on the west side of the railway line. The Planning application drawing 'DN1815-101 Landscape Masterplan' incorrectly shows the extent of Council ownership (refer to Figure 1. below) adjacent to UBB19.

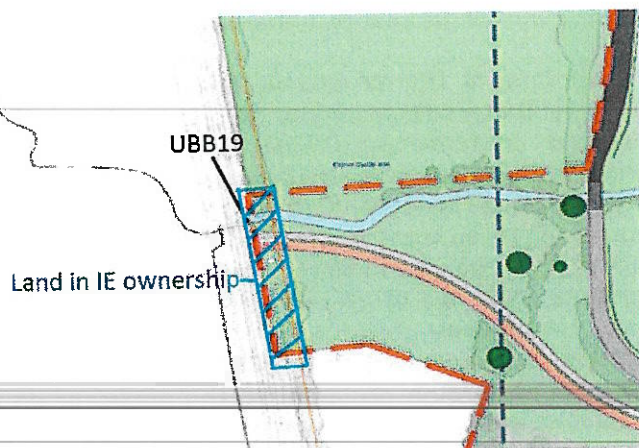


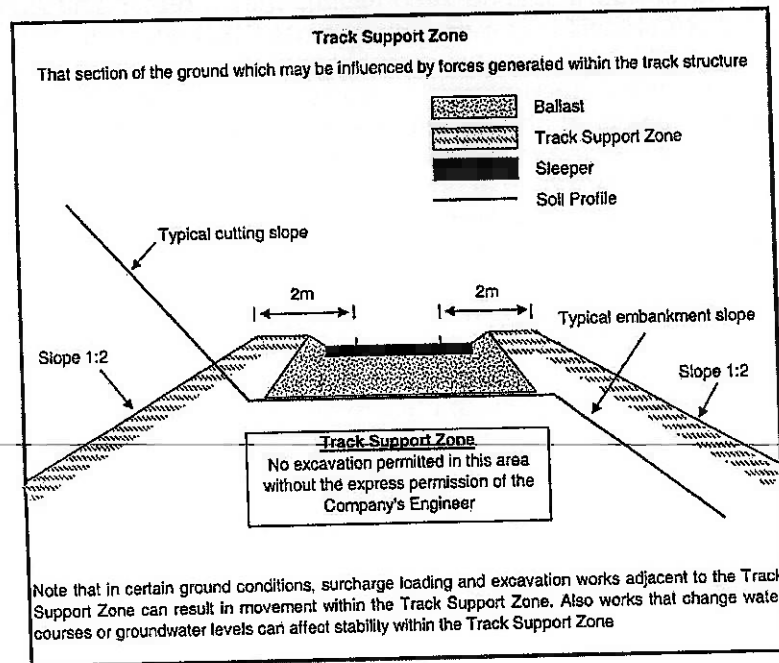
Figure 1. Land adjacent to UBB19

It must be noted that the approach and embankments to Railway Bridge UBB19 are in full ownership of CIE. This is clearly set out in Section 46 of

the Railway Clauses Consolidation Act 1845. Formal consent in writing must be sought for the inclusion of lands in CIE ownership in the planning application. Any works proposed to the approach road, embankments and to the bridge including resurfacing, minor repair and laying of ducts or services etc will require a licence from CIE/Irish Rail.

- 6) The planning documentation makes no reference to how the proposed ground levels of the development may change the existing topography. Iarnród Éireann will require a detailed submission of the proposed new topography including an engineering assessment of the proposed drainage provisions. This will need to be approved by Iarnród Éireann prior to commencement of works.
- 7) In keeping with a development of this scale and density a 2.4m high appropriately designed boundary fence/wall, should be erected by the applicant on the applicants' side of the boundary to the Railway. The maintenance of this boundary rests with the Applicant and Successor-in-Title. As mentioned previously the exact location and details of the boundary treatment are to be identified on site in co-operation with this office. In addition, no building shall be constructed within 4m of the Boundary Treatment on the applicants' side. This is to allow for the applicant to maintain his / her building, without the need to enter Board Property.
- 8) The landscaping plan should avoid locating deciduous trees along the railway boundary. This is to reduce the risk of low rail adhesion during leaf fall season which can have a detrimental impact on the breaking performance of trains on approach to signals and station platforms. Trees placed close to the boundary can also block sight lines to signals. The Applicant must engage with Iarnród Éireann to agree on the landscaping plan for this portion of the development.
- 9) Provision must be made for maintaining the security of the railway boundary during the construction phase and the agreed permanent boundary treatment should be completed during the early stages of the development.
- 10) Access for Iarnród Éireann staff to culverts / bridges under the Railway should not be hindered.
- 11) Railway mounds and drainage ditches are to be preserved except where the written consent of Senior Track & Structures Engineer, Iarnród Éireann, Pearse Stn, Westland Row, Dublin 2, has been sought and received.
- 12) No additional liquid, either surface water or effluent shall be discharged to, or allow to seep onto, the railway property or into railway drains / ditches.

- 13) Any excavations which infringe upon the Track Support Zone will require permission and approval from the Senior Track & Structures Engineer. This relates to all excavations along the railway boundary for this development.

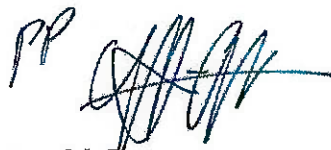


- 14) No building shall be constructed within 4m of the Boundary Treatment on the applicants' side. This is to allow for the applicant to maintain his / her building, without the need to enter Board Property.
- 15) Should the development require the use of a crane that could swing over the railway property, then the Applicant must enter into an agreement with Iarnród Éireann / C.I.É. regarding this issue.
- 16) Any proposed services that are required to cross along, over or under the railway property must be the subject of a wayleave agreement with Iarnród Éireann / C.I.É.
- 17) No overhang of any part of the development over the railway property is to be allowed.
- 18) Lights from the proposed development, either during the construction phase or when the development is completed, should not cause glint or glare or in any way impair the vision of train drivers or personnel operating on track machines. A glint and glare survey should be carried out to confirm this is the case.

- 19) The railway operates 24 hours a day with maintenance activity taking place at night and during shutdowns of passenger services. The development is in close proximity to the live railway and therefore must take account of the potential noise and vibration impact that an operational railway may have on sensitive receptors. Buildings and facilities should be designed, orientated and located to limit the impacts of noise and vibration from transportation traffic and maintenance activities. It is recommended that the Applicant incorporates best practice principles in the design using BS8233 - Guidance on Sound Insulation and Noise Reduction for Buildings. The Applicant must refer to the local authority's Noise Action Plan regarding development adjacent railways and where appropriate carry out a noise risk assessment to inform an Acoustic Design Statement (ADS). The detail of the ADS should be commensurate with the level of risk identified in the noise risk assessment. The Applicant must take responsibility for specifying necessary mitigation measures where noise thresholds are expected to be exceeded.
- 20) It should also be noted by the Applicant that a height restricted bridge under the railway exists on R123 Moyne Road. The clearance beneath underbridge UBB20 is approximately 3.85m. During the construction phase of the project, a proper traffic management plan should be drawn up to prevent construction traffic from having to traverse under bridge UBB20. The Applicant must ensure that no over-height vehicles attempt to pass under this bridge and that the routes for all high vehicle movements are planned. A fuller listing of our bridges can be found at the following web site <http://www.irishrail.ie/about-us/infrastructure>
- 21) Prior to any works that could disrupt road traffic being carried out in the vicinity of railway underbridge UBB20, the Roads Authority of Fingal County Council shall comply with its statutory duty under Sections 113, part 1, 2 and 3 of the Railway Safety Act 2005 and provide Iarnród Éireann with 21 days written notice of intended works. Accordingly, the Developer will have to provide sufficient notice to the Roads Authority in order to do this. Therefore, the Planning Authority may decide to condition the developer to provide sufficient notice as contravention of this section of the Act could lead to prosecution of any person in the Roads Authority who is found to be in breach of this statutory requirement. Section 113 refers to fines and offences under the Act.

These observations are made in the interests of safety in operation of the railway, and we recommend that the above points be made to the applicant and be a condition of planning should the planning application succeed.

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'PP' followed by a stylized signature.

David Gannon

Senior Track & Structures Engineer