

**FOURTEENTH SCHEDULE
CONDITIONS IMPOSED BY AN BORD PLEANÁLA**

1. Dawson Stop

The northbound Dawson Stop shall not be constructed as proposed. The southbound stop on Dawson Street is confirmed. The tracks shall be realigned on Dawson Street to take account of this modification. Details of the revised track alignment (including traffic markings etc.) shall be agreed with the planning authority prior to commencement of construction.

Reason: It is considered that the character and attractiveness of Dawson Street would be unduly compromised by this stop, which, taken in conjunction with the existing bus stops on this pavement, would also create an excessive level of pedestrian congestion to the detriment of the street's commercial viability.

2. Median of O'Connell Street Upper

The vertical alignment of the track along the central median of O'Connell Street Upper shall be as proposed at the oral hearing, that is, on a track raised to the same level as the median. A safety audit shall be prepared in relation to the detailed design, which shall include any measures necessary to cater for pedestrian safety vis-à-vis the change in track levels. The design and audit shall be agreed with the planning authority prior to construction.

Reason: In the interest of clarity. It is considered that this would be visually more satisfactory and a safer arrangement than originally proposed in the application.

3. Technical Cubicle at Marlborough Street

The technical cubicle proposed for the north end of Marlborough Street shall be omitted. The cubicle shall be relocated to a suitable site within the general vicinity of the Parnell Stop. This revision shall be implemented by means of an application for amendment under section 146B of the Planning and Development Act 2000, as amended.

Reason: It is considered that the proposed location would have an unacceptable adverse impact on the adjacent property and on the character of this end of Marlborough Street and that there are viable, alternative locations in the vicinity.

4. Parnell Street Re-instatement

The scope of the proposed scheme in the Parnell Street area shall be extended to include full façade to façade pavement renewal/reinstatement on Parnell Street between Marlborough Street and O'Connell Street Upper and O'Connell Street Upper and Moore Lane. The pavement width on Parnell Street shall be maximised subject to consultation and agreement with the planning authority.

Reason: In the interest of visual amenity and to achieve an upgrade of the public realm to an appropriate standard in this area.

5. St Stephen's Green Siding

The rail siding proposed for St. Stephen's Green North shall be used only for turnback operations and emergency use by disabled trams, and shall not be used for stabling of trams during normal operation of the system.

Reason: In the interest of visual amenity.

6. Phibsborough Stop

The two approaches to the platform at Phibsborough Stop shall comprise a 'traditional track' (as set out in Figure 7 of EIS Book 1) as opposed to a 'ballast track'. (That is, between chainage 3555m, and the paved sections of the stop shown in plan on drawing BXD-ST-30 O-A the tracks shall be traditional track. The same shall apply between the paved areas and chainage 3705m).

Reason: In the interest of public safety and residential amenity.

7. Broombridge Stop and Depot

The detailed design of the entrance to the site from the public road shall be prepared with the input of a conservation architect, and shall include for sensitive treatment of the bridge parapet.

Reason: In the interest of architectural heritage and visual amenity.

8. Construction Compound on Seán Mac Dermott Street

The temporary construction compound proposed for Sean Mac Dermott Street shall be repositioned in an easterly direction, so as to alleviate conflict with the access to the adjacent 'Q-Park' car park. Details of the relocation shall be agreed with the planning authority prior to commencement of construction.

Reason: In the interest of traffic safety

9. Environmental Mitigation

The proposed scheme shall be carried out in accordance with all mitigation measures contained in the environmental impact statement, the construction traffic management strategy and the scheme traffic management measures except as may otherwise be required to comply with the following conditions.

Reason: In the interest of clarity and to limit the environmental impact of the development.

10. Public Information Strategy

Prior to the commencement of construction, the applicant shall devise a pro-active public information strategy to function during the construction phase of the development in order to inform the public about the project and to update the public on construction progress. This shall be prepared following consultation with the planning authority, An Garda Síochána, other stakeholders on the Traffic Forum and representative bodies of business in the city centre. The strategy shall include the provision and manning of a central and accessible *project information centre* in the city centre to inform the general public on construction methodologies, the development's progress, and the scheme's aims and objectives. In addition, the strategy's other public information initiatives shall include project information panels and progress updates presented at major work sites.

Reason: In order to maintain good communication about the project for the benefit of the general public, business interests and visitors to the city.

11. Airborne Noise

All noise monitoring locations for the utilities and main construction works phases shall be agreed in writing with the planning authority prior to the commencement of the utilities works. These locations shall include, inter alia, the vicinity of the Fitzwilliam Hotel at St. Stephen's Green West and St. Peter's Avenue, Phibsborough.

Reason: To provide for a comprehensive system of airborne noise monitoring throughout the construction works phase.

12. Unless otherwise agreed in writing with the planning authority, the following construction noise limits shall be adhered to during all phases of construction:

(a) Construction Noise Level Criteria at any Façade of a Normal Residence:

Day	Period & Limit (dB)	Notes
Monday to Friday	75 LAeq 07.00-19.00 Hours 65 LAeq 19.00-22.00 Hours 45 LAeq 1 Hr (22.00-07.00 Hours)*	*Non tonal, non-impulsive
Saturdays	70 LAeq 08.00-16.30 Hours 55 LAeq 16.30-22.00 Hours 45 LAeq 1Hr (22.00-08.00 Hours)*	*Non tonal, non-impulsive
Sundays, Bank and Public Holidays	60 LAeq 08.00-16.30 Hours 50 LAeq 16.30-22.00 Hours 45 LAeq 1 Hr (22.00-08.00 Hours)*	*Non tonal, non-impulsive

(b) Construction Noise Criteria at any Façade of any School or Church:

Day	Period & Limit (dB)	Notes
Monday to Saturday	65 LAeq 07.00-19.00 Hours* 60 LAeq 1Hr (19.00-22.00 Hours)	*For Schools during class times
Sundays, Bank and Public Holidays	60 LAeq 08.00-16.30 Hours 50 LAeq 16.30-22.00 Hours	

(c) Construction Noise Criteria at any Façade of any Theatre or Cinema:

Day	Period & Limit (dB)	Notes
Monday to Friday	75 LAeq Daytime Hours 60 LAeq 19.00-22.00 Hours	(Venue Working Hours)
Saturdays	70 LAeq 08.00-14.00 Hours 60 LAeq 1Hr (14.00-22.00 Hours)*	To allow for Matinees
Sundays, Bank and Public Holidays	60 LAeq 6 Hr (08.00-14.00 Hours) 50 LAeq 1Hr (14.00-22.00 Hours)*	To allow for Matinees

(d) Construction Noise at any Façade of any Hotel or Guesthouse:

Day	Period & Limit (DB)	Notes
Monday to Friday	70 LAeq 07.00-08.00 Hours 75 LAeq 08.00-19.00 Hours 65 LAeq 19.00-22.00 Hours 45 LAeq 1 Hr (22.00-07.00 Hours)*	* Non tonal, non-impulsive
Saturdays	70 LAeq 08.00-16.30 Hours 60 LAeq 16.30-22.00 Hours 45 LAeq 1Hr (22.00-08.00 Hours)*	* Non tonal, non-impulsive
Sundays, Bank and Public Holidays	60 LAeq 08.00-16.30 Hours 50 LAeq 16.30-22.00 Hours 45 LAeq 1Hr (22.00-08.00 Hours)*	* Non tonal, non-impulsive

- (e) Construction Noise Criteria in the case of Percussive Tools (such as Rock Breakers, Jackhammers (manual or mechanical), and Poker Vibrators) at Sensitive Receptors:

Day	Period & Limit (dB)	Notes
Monday to Friday	85 LA <small>MaxFast 07.00-19.00 Hours</small> 75 LA <small>MaxFast 19.00 -22.00 Hours</small>	No usage of percussive tools, which are audible at any noise sensitive receptor, between 22.00-08.00 Hours unless agreed in advance with the planning authority.
Saturdays	80 LA <small>MaxFast 08.00-16.30 Hours</small> 65 LA <small>MaxFast 16.30-22.00 Hours</small>	As above
Sundays, Bank and Public Holidays	No usage of percussive tools, which are audible at any noise sensitive receptor, unless agreed in advance with the planning authority.	As above

Reason: To protect the amenity of neighbouring properties.

13. (1) During the operational phase, the façade noise level at residential properties from all combined permanent trackside/depot/stop equipment, including electrical equipment shall not exceed the lower of 45 dB LAeq_{15Mins} or the lowest recurring ambient level LA90_{15Min} during the period (22.00 – 07.00 hours).
- (2) Night noise shall be non-tonal and non-impulsive.

Reason: To protect the amenity of neighbouring properties

14. Vibration

All vibration monitoring locations for the utilities and main construction works phases shall be agreed in writing with the planning authority prior to the commencement of the utility works. These locations shall include, inter alia, St. Peter's Avenue, Phibsborough.

Reason: To provide for a comprehensive system of vibration monitoring throughout the construction works phase.

15. Water and Drainage

Water supply and drainage arrangements, including disposal of surface water, shall comply with the requirements of the planning authority for such works and services. Such arrangements shall be implemented as part of the railway works.

Reason: In the interest of environmental protection and orderly development.

16. Lighting

Lighting within the Broadstone railway cutting and along the alignment adjacent to the Royal Canal shall be to a suitable design so as not to interfere significantly with nocturnal wildlife (e.g. otters, bats etc.). Details shall be agreed in writing with the planning authority prior to installation.

Reason: In the interest of environmental protection.

- 17.** For the avoidance of doubt, should any conflict arise between the conditions imposed by the Board and the contents of the ‘Agreed Position’ between the planning authority and the applicant (Schedule Thirteen to this Railway Order), the Board’s conditions shall take precedence.

Reason: In the interest of clarity.

**Member of An Bord Pleanála
duly authorised to authenticate
the seal of the Board.**

Dated this day of 2012.