
ELEVENTH SCHEDULE

**Explanatory Notes in relation to
the decision of and conditions
imposed by An Coimisiún
Pleanála**

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Reasoned Conclusions

The Commission considered, and agreed with the Inspector's reasoned conclusions, that the main significant direct, and indirect effects of the proposed development on the environment, are as follows:

Population and Human Health

- The electrification of the railway line and the increased services for this public transport service would have a long term, positive impact on population and human health in that it would aid in improving sustainable connectivity, support compact growth, reduce transport congestion and emissions, and reduce reliance on private vehicle trips, with consequent reductions in vehicle emissions, thus assisting in the delivery of climate change goals. The project follows and expands the potential capacity of an existing operational railway, is aligned with national, regional and local policy objectives, and is regarded as acceptable in principle in terms of planning and transportation policy.
- The increase in level crossing closures on the Howth Branch, to facilitate the potential future peak timetable, would improve train efficiencies, enhance rail safety, and remove delays caused by congestion on the railway, which is necessary to facilitate the intended enhanced level of service. The proposed changes to infrastructure at Howth Junction and Donaghmede Station, including the provision of turnback facilities does not give rise to any direct significant impacts in terms of population, or residential amenity, between Howth Junction and Donaghmede Station, and Howth Station. While the changes to infrastructure may, in time, facilitate the realisation of changes to timetabling of trains, and the operation of a shuttle service between Howth Junction and Donaghmede Station, and Howth Station, it is considered that the associated

environmental impacts in terms of traffic and transportation (i.e. increased level crossing closure, traffic congestion, access and convenience) population (i.e. residential amenity, commercial/tourist/industrial activity, property devaluation) noise and vibration (i.e. increased frequency and passing of trains) and cultural heritage (i.e. loss of direct service dating to circa 1847) would not be significant.

- The proposed upgrades of the Howth Junction and Donaghmede Station, and Drogheda (MacBride) Station, as well as turnbacks at Clongriffin and Malahide, would constitute a significantly improved railway infrastructure, and would enhance rail services for this area, and would make a positive contribution to the delivery of enhanced public transport services. The proposed design and security provisions at Howth Junction and Donaghmede Station, in particular, would aid in minimising and monitoring the effects of anti-social behaviour.
- There would be potential significant, negative short-term impacts on population from the construction phase of the proposed project in terms of noise, vibration, dust, access restrictions and traffic including night-time works. These will be mitigated through compliance with a Construction Environmental Management Plan, a Construction Traffic Management Plan, and best practice construction methods. Temporary rehousing will be offered to eligible owners/occupiers where the construction causes, or is expected to cause, a measured or predicted airborne construction noise level that exceeds specified parameters.
- An extensive list of options was considered as part of the reasonable consideration of alternatives through a multi-criteria analysis process for option selection for:
 - design solutions in respect of the mainline and Howth branch,
 - station infrastructure at Donaghmede and Howth Junction, Clongriffin and Platform 4 at Drogheda (MacBride) Station,
 - turnbacks at Malahide,
 - works around bridge structures including track lowering, modifications of bridges, parapet modification,

- substations at Donabate, Rush and Lusk, Skerries South, Skerries North, Balbriggan, Gormanston, Bettystown and Drogheda,

with due regard to the degree of assessment of alternatives undertaken, the full range of infrastructure proposed for DART+ Coastal North is acceptable, and the optimum reasonable alternatives were chosen, with regard to economic, technical, environmental, social and deliverability criteria.

Biodiversity

- Negative impacts on biodiversity relate to the removal of habitat, largely in the form of hedgerows, and other vegetation. Such impacts are not considered significant and can adequately be mitigated for within the scheme. Vegetation will be planted in the vicinity to bolster existing treelines and hedgerow, where possible, and with regard to the safe operation of the railway. Significant impacts are therefore, not expected in this regard. Preconstruction surveys will ensure that no mammals, bats, birds, or invasive species are present within the works areas. Adequate mitigation measures are proposed to ensure the protection of such mammals, bats and birds encountered, and to prevent the spread of invasive species. Significant impacts to biodiversity can therefore be ruled out.
- The proposed mitigation measures to protect water, and aquatic and marine environments, at river and estuary crossings are reasonable, and necessary, to minimise construction phase impacts, while accepting that disturbance is unavoidable for key ecological receptors, for a construction project of this nature and scale. The proposed development would not add in any significant manner to the disturbance arising for wildlife and the habitats.

Air and Climate

- Temporary negative impacts from dust, during the construction phase, will be mitigated through compliance, with a Construction Environmental Management Plan, and a Dust Minimisation Plan.

Noise

- Significant noise impacts arise in relation to construction noise during nighttime and weekend hours, when thresholds are lower will arise. Works carried out in daytime hours, will cause no significant effects. In the event that works are required, during nighttime or weekend hours, liaison with residents in this regard, and the use of noise abatement will reduce the level of impacts. Should the need arise, under defined criteria temporary accommodation may be offered to eligible owners/occupiers (Environmental Impact Assessment Report Section 14.6.11). No likely significant effect will arise from noise disturbance during the operation of the development.

Water

- Negative impacts on water, could arise as a result of accidental spillages of chemicals, hydrocarbons, or other contaminants, entering watercourses, the sea or groundwater, via piling activities, during the construction phase of the development. These impacts will be mitigated by measures outlined within the application and can therefore be ruled out.

Material Assets

- Road closures and diversions will be required, during the construction period to facilitate the proposed bridge works, including replacement works. The potential predicted impacts cannot be fully mitigated by way of a Construction Traffic Management Plan, and there will be short-term negative impacts, on the carrying capacity of roads and junctions, in the wider vicinity, which will result in increased traffic, and traffic congestion.
- Permanent and temporary negative impacts will arise from land take, from various individual residential and commercial properties required to facilitate the proposed development.

Cultural Heritage

- The demolition of the bridge at McGrath's Lane, which is not a protected structure, and not recorded on the National Inventory of Architectural Heritage (NIAH), shall be recorded by means of photographs and, written description which is a standard and appropriate approach in the provision of this railway infrastructure and is an impact which is acceptable having regard to the overall positive impact of the realisation of the project.

Landscape

- Due to the nature of the works proposed, the relatively narrow rail corridor, and the proximity of established residential areas, material changes to existing views from residential properties, will arise. The nature of the works and the need to maintain clearance for engineering and safety requirements, necessitates the removal of existing trees and mature vegetation which, in many locations, cannot be replaced. Whilst views will be materially altered these must be assessed in the context of the existing railway infrastructure in the prevailing views. Subject to mitigation and monitoring measures, the proposed development would not be likely to have significant effects on landscape and visual amenity.

The Commission completed an environmental impact assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures, set out in the Environmental Impact Assessment Report, and subject to compliance with the conditions set out below, the effects on the environment of the proposed development, by itself, and in combination with other development in the vicinity, would be acceptable. In doing so, the Commission adopted the report, and conclusions of the Inspector.

Conditions

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the proposed development shall be carried out in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. The following modifications are made to the Railway Order:

(a) The Eleventh, Twelfth and Thirteenth Schedules shall be omitted. An amended Eleventh Schedule, entitled 'Explanatory Notes in relation to the decision of and Conditions imposed by An Coimisiún Pleanála' shall be added to the Railway Order and shall consist of the Commission's reasoned conclusion and the conditions hereby attached to the grant of the Railway Order. An amended Twelfth schedule entitled 'Costs' shall be added to the Railway Order.

(b) The following Land Acquisition References: DCN.5015.4T.2(A), DCN.5015.T.2(A), DCN.5015.T1(A) and DCN.5015.4P1(A) as identified on Property Plan Number 15 shall be omitted from the relevant schedules of the Railway Order.

Reason: In the interest of clarity and the proper planning and sustainable development of the area.

3. All mitigation, environmental commitments and monitoring measures identified in the Environmental Impact Assessment Report shall be implemented in full as part of the proposed development.

Reason: In the interest of clarity and the protection of the environment during the construction and operational phases of the development.

4. All mitigation, environmental commitments and monitoring measures identified in the Natura Impact Statement shall be implemented in full as part of the proposed development.

Reason: In the interest of clarity and the protection of the environment during the construction and operational phases of the development.

5. Prior to the commencement of development a finalised Construction Environmental Management Plan (CEMP), including a Construction Traffic Management Plan, shall be prepared in consultation with the planning authorities. The plan shall incorporate all mitigation measures as set out in the Environmental Impact Assessment Report, the Natura Impact Statement and the conditions set out herein and shall include details of compliance and details and schedules of monitoring supervision and reporting to the planning authorities. In finalising the CEMP, the applicant shall liaise with Transport Infrastructure Ireland, National Parks and Wildlife Service, and Inland Fisheries Ireland.

Reason: To protect amenities, public health and safety.

6. Drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authorities for such works in respect of both the construction, and operation phases of the proposed development.

Reason: In the interests of environmental protection and public health.

7. Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority, a detailed method statement covering all works proposed to be carried out on all bridge features and other protected structures, including:

- (a) the design of all interventions including railings and IP2X panels to bridge parapets and proposed finishes,
- (b) proposals, if necessary, for the underpinning of historic walls arising from the lowering of the railway track,
- (c) details of proposed interventions and/or repair of the abutments and associated retaining wall,
- (d) a full specification, including details of materials and methods, to ensure the development is carried out in accordance with current Conservation Guidelines issued by the Department of Housing, Local Government and Heritage,
- (e) methodology for the recording and/or retention of concealed features or fabric exposed during the works,
- (f) details of features to be temporarily removed/relocated during construction works and their final re-instatement,
- (g) protection of built heritage features during the construction works,
- (h) materials/features of architectural interest to be salvaged, and
- (i) details of the replacement of any brickwork or any works of re-pointing which shall be undertaken so that it matches the original existing finish.

In the event of agreement not being reached between the developer and the planning authority, the matter may be referred to An Coimisiún Pleanála for determination, and all works shall be carried out in accordance with any determination made resulting from such referral.

Reason: In the interest of the protection of architectural heritage.

8. A full architectural and photographic survey of the unroofed block structure in the townland of Irishtown, County Meath (as identified on Property Plan Number 31 on Land Acquisition References: DCN.5031.P.1(A)) for demolition shall be carried out, and drawings and photographs indicating details of these buildings, shall be submitted to the planning authority prior to the commencement of development.

Reason: In order to facilitate the preservation by record and/or recording of the architectural heritage of the site.

9. The developer shall engage a suitably qualified archaeologist to monitor (licensed under the National Monuments Acts) all site clearance works, topsoil stripping, groundworks, dredging and/or the implementation of agreed preservation in-situ measures associated with the development. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the National Monuments Service, regarding appropriate mitigation. The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service, shall be complied with by the developer. Following the completion of all archaeological work on site, and any necessary post-excavation specialist analysis, the planning authority

and the National Monuments Service, shall be furnished with a final archaeological report, describing the results of the monitoring, and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.

Reason: To ensure the continued preservation of places, caves, sites, features or other objects of archaeological interest.

10. Howth Junction and Donaghmede Station, and Drogheda (MacBride) station, shall be finished in accordance with the comprehensive scheme submitted. Final details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. In addition, prior to the commencement of development, the developer shall submit to, and agree in writing with, the relevant planning authority, the provision of additional surface works and landscaping in the public realm areas within the overall red line, adjoining platform 4 (car park area) at Drogheda McBride Station and at the pedestrian arrival points to Howth Junction and Donaghmede Junction station. In addition, the final details of cladding at Howth Junction and Donaghmede Junction station, fencing at Clongriffin, the Maintenance Compound Building at Rush and Lusk Station and Signalling Equipment Building at Malahide Station shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interests of residential and visual amenity.

11. (a) All lighting shall be operated in such a manner as to prevent light overspill to areas outside of compounds and works areas.

(b) Prior to the commencement of development, the developer shall submit a detailed lighting plan to be held by the planning authority. The plan shall include the type, duration, colour of light and direction of all external lighting to be installed within the site compounds of the development site.

Reason: In the interests of clarity, and of visual and residential amenity, and protection of local biodiversity.

12. Prior to the commencement of development, a finalised design for an otter tunnel at Kilcrea, shall be prepared, in consultation with the National Parks and Wildlife Service. The final details shall be placed on the file and retained as part of the public record.

Reason: In the interest of wildlife protection.

13. Prior to the commencement of development at each section of the proposed works, pre-construction surveys shall be carried out to determine the presence of protected mammal, bird, or bat species.

Reason: In the interest of environmental protection.

14. Details of the proposed temporary construction compounds at Quay Street Car Park (Balbriggan) and identified as DCN.5027.T.2(A) DCN.5027.T.2(B) DCN.5027.T.12(A), DCN.5027.T.18(A) and DCN.5027.T.52(A) under the relevant schedule of the Railway Order shall be submitted to, and agreed in writing with the planning authority prior to the

commencement of works at those locations. Following the works, the developer shall ensure that the public realm is fully reinstated in line with the requirements of the planning authority.

Reason: In the interest of clarity and the proper planning and sustainable development of the area.

15. (a) Noise monitoring shall be carried out at all times during the construction phase of the development. In the event of exceedances, all relevant works shall cease until appropriate mitigation is implemented.
- (b) The applicant shall provide, at the expense of Córas Iompair Éireann or Iarnród Éireann, a scheme of temporary rehousing/alternative accommodation for eligible owners/occupiers in accordance with the detail set out at Table 14-4 and Section 14.3.6.2 of the Environmental Impact Assessment Report.

Reason: In the interests of environmental protection and public health.


Chris McGarry

Planning Commissioner of An Coimisiún
Pleanála duly authorised to authenticate
the seal of the Commission.

Dated this  day of 

