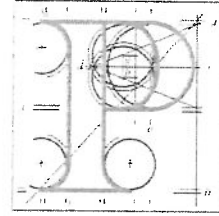


**Our Case Number:** ABP-320164-24

**Your Reference:** Conor Rock - SID-OBS-002335



An  
Bord  
Pleanála

John Spain Associates  
39 Fitzwilliam Place  
Dublin 2  
D02 ND61

**Date:** 30 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 letter in relation to the above mentioned case. The contents of your letter have been noted.

Please be advised that as Conor Ryan appears to be listed on the compulsory purchase order schedule which accompanied this application, a refund will be made to the credit/debit card used to make the online observation.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://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](mailto: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

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

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

Date: 18<sup>th</sup> October 2024  
JSA Ref: 24233/IL

Dear Sir / Madam,

**RE: SUBMISSION TO AN BORD PLEANÁLA IN RESPECT OF THE PROPOSED DART+ COASTAL NORTH RAILWAY ORDER 2024 – NORTHERN LINE BETWEEN DUBLIN CITY CENTRE & DROGHEDA INCLUDING THE HOWTH BRANCH IN RELATION TO PROPERTY AT CHANTICLEER, MCGRATH'S LANE, DROGHEDA, COUNTY LOUTH**

**ABP REF: 320164-24 – RAILWAY ORDER**

**LAND PARCELS FOR PERMANENT LAND ACQUISITION AS PER BOOK OF REFERENCE: DCN.5038.P.14(A); 5038.T.14(A)**

**1. Introduction**

- 1.1 On behalf of our client, Mr. Conor Rock, Chanticleer, McGrath's Lane, Drogheda, County Louth, A92 DKV4, we wish to make a submission to the DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch pending a decision with An Bord Pleanála under ABP Ref: 320164.
- 1.2 The application is being made pursuant to the provisions of Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and constitutes a Strategic Infrastructure Development.
- 1.3 A €50 fee has been paid as part of this submission. We note that part of our client's lands (references above) is subject to a right of way acquisition and temporary acquisition as part of the draft Railway Order and therefore this fee may be waived on that basis. We would welcome the Board's consideration of this upon submission.
- 1.4 In summary, our client supports the principle of the development which will transform and vastly improve the connectivity between Drogheda and Dublin city. Our client is an immediate neighbour to the north of the service depot at Drogheda MacBride railway station and currently retains a positive and beneficial relationship with Córas Iompair Éireann (Irish Rail) which our client wishes to sustain and continue.
- 1.5 However, Mr. Rock wishes to raise a number of issues directly related to the impacts on residential amenity as a result of the proposed works at McGrath's Lane primarily during the construction period of the development which is anticipated to span a

Managing Director: J. Spain. Executive Directors: P. Turley | R. Kunz | S. Blair | B. Cregan | L. Wymer  
Senior Associate Directors: M. Nolan | K. Kerrigan | B. Coughlan | I. Livingstone. Associate Director: T. Devlin  
John Spain Associates Ltd. trading as John Spain Associates

period of at least 3 years (as set out in Image 5-1 of the Construction Programme in the EIAR Non-Technical Summary). It is understood that the works at Drogheda MacBride railway station which has the potential to impact upon our client's property includes, *inter alia*:

- Replacement of overbridge carrying Railway Terrace (OBB80/80A/80B) to provide sufficient vertical clearance to install overhead line electrification.
- Realignment of McGrath's Lane (north of overbridge) to suit overbridge replacement works, including all necessary civils works. Temporary access to properties shall be via an access road from the R150,
- Establish a line wide works compound to support electrification, station, depot, substation, bridge rebuild and UTX works. The compound is not currently within CIE lands. Works will include fencing / hoarding, site offices, welfare facilities, storage facilities, workshops, parking and storage of certain construction plant and equipment storage required to carry out the works.
- Establish a permanent electrical substation compound that will also be used as a temporary construction compound. The compound is outside of current CIE lands. Works will include fencing / hoarding, site offices, welfare facilities, storage facilities, workshops, parking and storage of certain construction plant and equipment storage required to carry out the works.
- Diversion of existing telecommunication ducts.

1.6 The location of our client's property (including rights of way) in respect of the proposals is identified (outlined yellow) in the extract of the submitted 'Drogheda MacBride Works Layout Plan' below (D+WP56-ARP-P4-NL-RO-010027). We note the 'Work Package Area' identified encroaches on our client's ownership boundary.

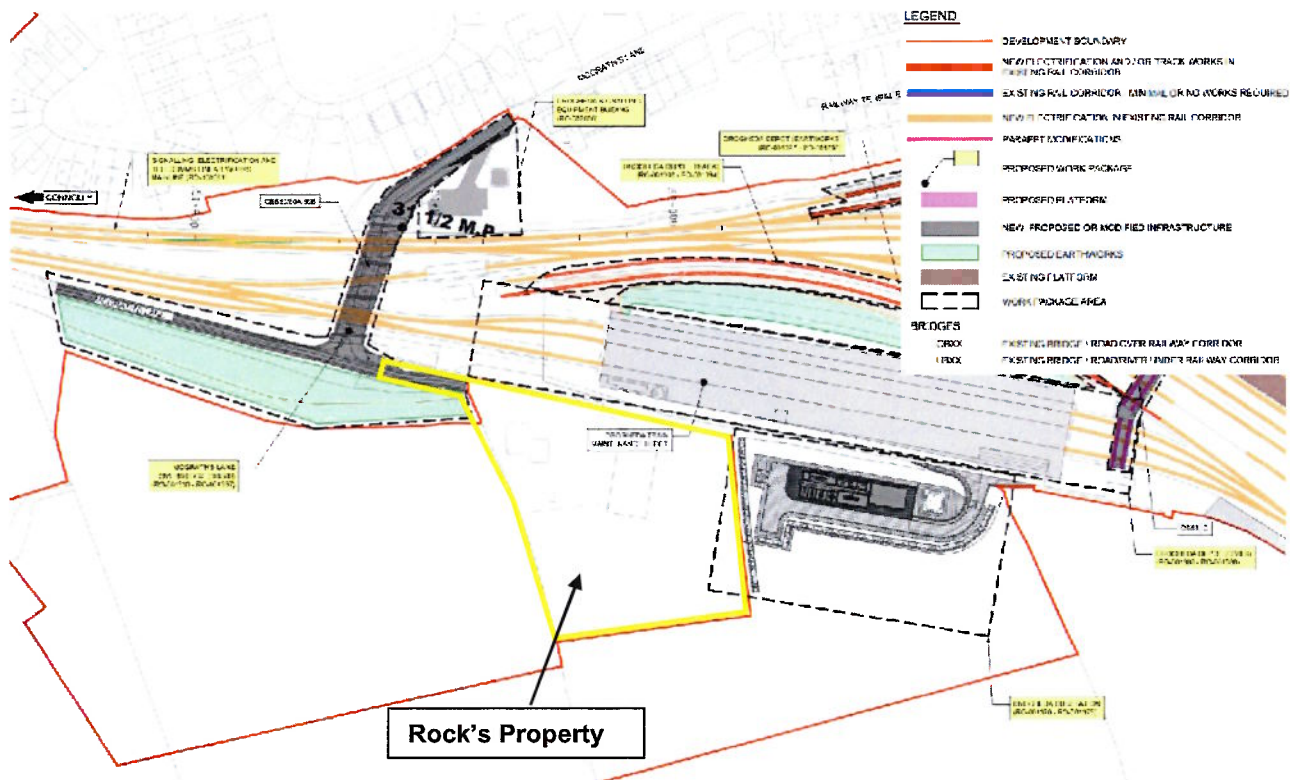


Figure 1: Location of Rock's property in context of proposed works (Irish Rail)

1.7 Significantly, proposed works includes the demolition of the existing bridge spanning the railway line at Railway Terrace and its replacement with a larger bridge which

- provides a greater height clearance for trains and as a result, includes significant changes to local levels and new embankments on McGrath's Lane which will transform the road layout and our client's access to his property. Our client's driveway and garden will also be directly impacted through compulsory purchase, with insufficient details of the arrangement provided for within the submitted documents.
- 1.8 This will entirely terminate our client's access to Drogheda town centre, railway station and family living in the town during the construction period and will require our client to be rerouted via a new road (currently unopened to the public) linking completed housing development (Reg. Ref.: 17/387) at Newtown View, Marsh Road, Drogheda to the R150 to the north and subsequently west into Drogheda via a more congested route compared to present access via Railway Terrace and Dublin Road. This will terminate our client's current access to the railway station on foot (7-minute walk) replaced with a c. 20–25-minute drive via Drogheda town centre.
  - 1.9 Our client respectfully submits that access to the Dublin Road, which is currently in place through Drogheda railway station from an entry point adjacent to our client's property on McGrath's Lane, can be used during the construction period to maintain convenient vehicular and pedestrian access to the town centre. We note that Irish Rail permission ABP Ref.: PL54.123480 for the "*construction and operation of an arrow fleet train servicing centre, maintenance workshop, administration building and train wash*" at MacBride railway station included a condition which required vehicular access to be maintained throughout the construction period of the scheme. Our client now seeks a similar arrangement to be incorporated into the proposals and enforced by way of condition.
  - 1.10 As detailed in the accompanying supporting document by ILTP Consulting, our client also requests that the temporary access arrangement linking to the R150 Marsh Road to be implemented during the construction phase to be made permanent upon operation.
  - 1.11 Our client also raises concerns regarding the proximity of the proposed large ESB substation within an existing field west of Chanticleer and the potential for existing large leylandii evergreen trees within our client's boundary to become a hazard for the proposed substation. On this basis, Mr. Rock respectfully respects the removal of a line of trees along the boundary and the constriction of provision of a c. 2 metre block wall along the western boundary facing the substation to ensure the existing trees are correctly managed and do not pose a threat to the proposed ESB substation west of the property. We note that Irish Rail provided a high wall along the southern boundary of our client's property as part of the maintenance depot permission in 2001 and therefore precedent exists in this respect.
  - 1.12 We note that the submitted EIAR provides insufficient details in relation to, *inter alia*, noise and vibration impact to our client's property, existing utilities and services to Chanticleer which are routed across the railway bridge, dust and air quality monitoring during construction and operational period, safety and security and depreciation of our client's property as a result of the proposed development.
  - 1.13 It is also noted that Louth County Council refused planning permission for 68 no. dwellings at Marsh Road, Newtown, Drogheda under Reg. Ref.: 211333 on 11<sup>th</sup> November 2022 on greenfield land east of our client's property. The Planning Authority refused permission based on insufficient information regarding proposed mitigation within the Natura Impact Statement during construction and operational phases to adequately treat/intercept suspended solids and pollutants as well as possible effects from noise and dust to demonstrate that the water quality and/or site

integrity of the Boyne and River Blackwater SAC, Boyne Estuary SPA and Boyne Coast and Estuary SAC will not be affected, including ex-situ effects on protected bird species. An Bord Pleanála should be fully satisfied that the submitted documents adequately address these issues.

- 1.14 We note that Mr. Rock met with representatives from Irish Rail and ARUP in July 2024 to discuss the proposals.
- 1.15 We set out relevant issues of concern for our client in respect of the proposed development as follows.

## 2. Site Location & Lands for Compulsory Purchase

- 2.1 Our client's home is located immediately north of the Drogheda railway station maintenance and service depot and bound by a high stone wall previously. The indicative location of our client's property interests are shown below, outlined in red.

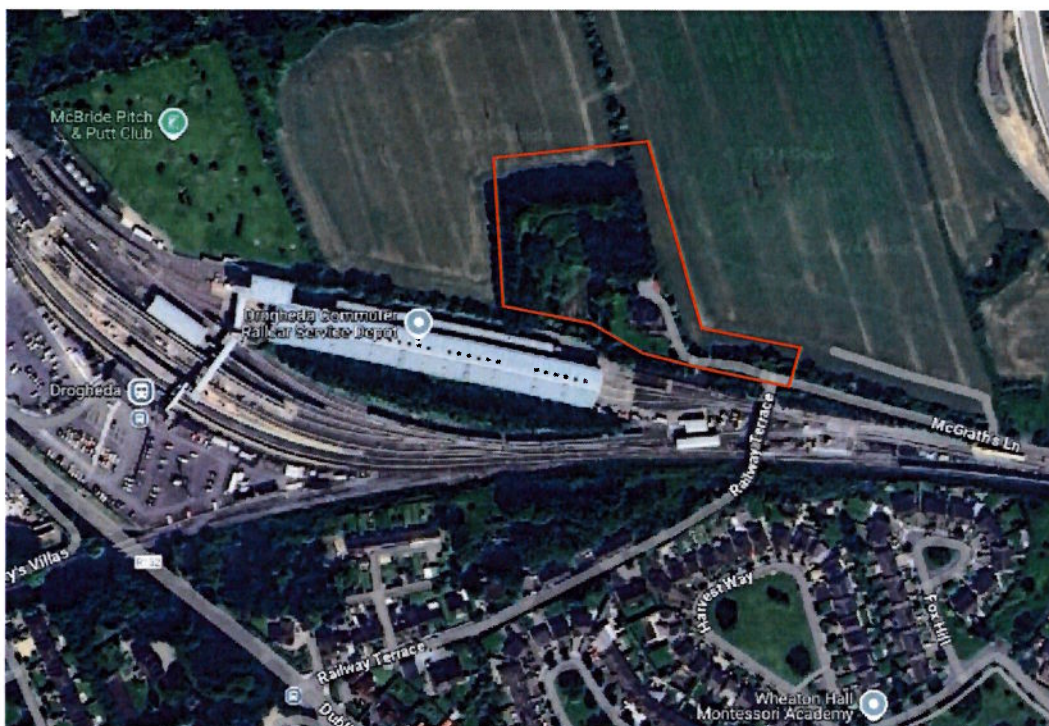


Figure 2: Approximate location of Chanticleer boundary (Google Maps)

- 2.2 Part of our client's lands are proposed for permanent acquisition as part of the Railway Order. The relevant extract from the 'PROPERTY PLAN NO. 38' is included below. Permanent Compulsory Purchase Reference DCN.5038.P.14(A) indicates extent of our client's lands to be permanently acquired.

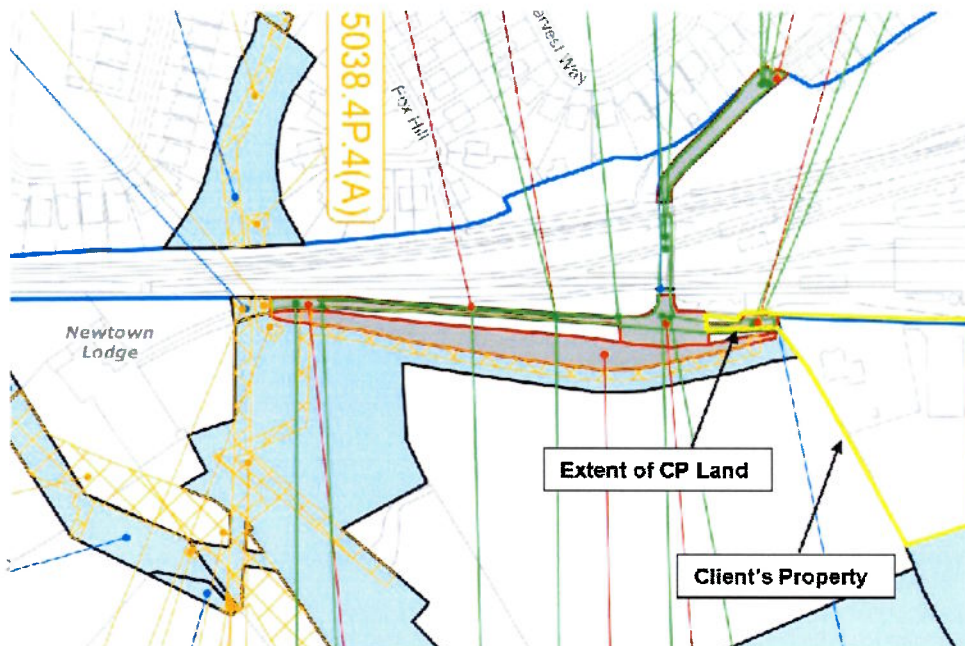


Figure 3: Extract of Property Plan No. 38 showing approximate location of our client's lands to be Permanently Acquired (Irish Rail)

2.3 We also note the 'Right of Way to be Extinguished or Interrupted' in Figure 3 outlined in green which will have a direct impact on our client's ability to access McGrath's Lane and bridge which is proposed for demolition. The orange hatched areas denote the 'Rights of Way to be Acquired', indicating the new access on greenfield lands north of the existing McGrath's Lane and the proposed significant area of land raising and embankment required associated with proposed new railway bridge. This route links to the recently constructed link road serving Newtown View residential development and connecting this to the R150 Marsh Road.

2.4 In addition to the proposed area to permanently acquired by compulsory purchase which includes vehicular access, established grassed verges and trees, the immediate area to the east and north of our client's lands have been identified for use as 'Temporary Construction Compound Areas' shown shaded pink in the drawing below.

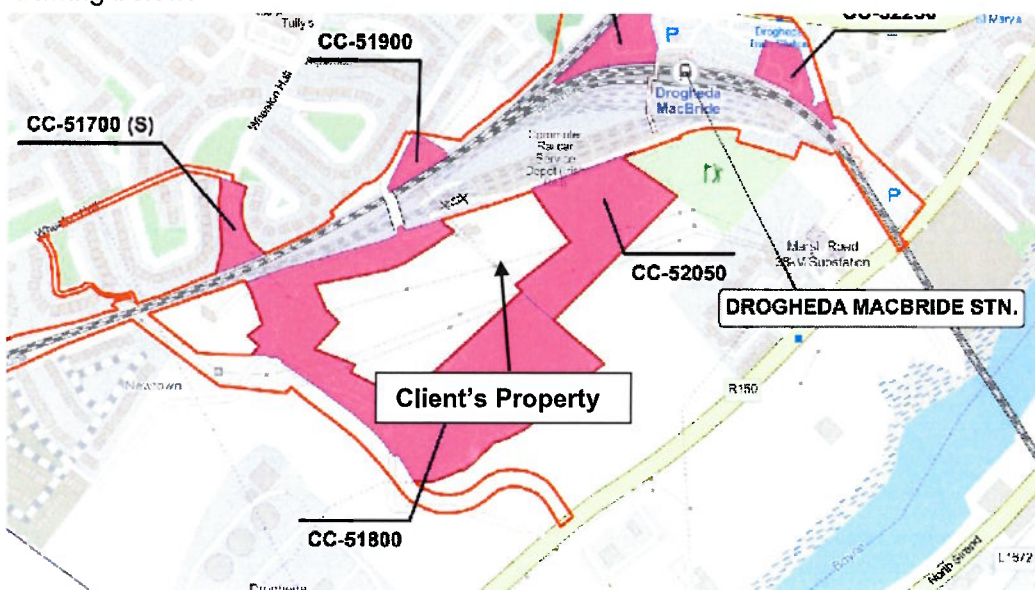


Figure 4: Location & Extent of Construction Compounds (Irish Rail)

- 2.5 It is important to note that the Planning Report enclosed with the application documents states:

*“The majority of proposed works and interventions are expected to be carried out within the existing railway corridor boundary. Some works and interventions, however, will be required outside of IÉ land such as:*

- *Bridge modifications/improvements to facilitate extended electrification;*
- *Construction of substations (to facilitate the provision of power to the line);*
- *Utility diversions; and*
- *Use of land for temporary construction/storage compounds.”*

- 2.6 Mr. Rock will be subject to all of these additional works and interventions which are required outside Irish Rail owned lands to facilitate the development. This is not acceptable to our client, and it is respectfully submitted that the impacts upon our client’s property and residential amenity, as well as accessibility, can be mitigated to some extent through the consideration of reasonable alternative solutions which can be accommodated through the management of the construction phase of development.

- 2.7 This situation will effectively result in our client residing in the middle of a construction site for the c. 3 year period of the proposed works around Drogheda railway station and will have a direct impact on quality of life arising from a number of factors including noise, vibration, anti-social working hours, light pollution, negotiating construction traffic and an inconvenient rerouting via an alternative access to Drogheda town centre and railway station along the R150, addressed in turn below.

### **3. Demolition of existing Railway Terrace bridge & access**

- 3.1 We note the following proposed works set out in Schedule 1 of the Railway Order which lists proposed works at Drogheda MacBride railway station and surrounds relevant to the bridge at Railway Terrace:

- Replacement of overbridge carrying Railway Terrace (OBB80/80A/80B) to provide sufficient vertical clearance to install overhead line electrification.
- Realignment of McGrath’s Lane (north of overbridge) to suit overbridge replacement works (see 23.18), including all necessary civils works. Temporary access to properties shall be via an access road from the R150, as per 23.01.

- 3.2 The location of our client’s property in the context of proximity to Drogheda town centre is shown below with currently access route and proposed access route shown, highlighting the compromised situation as a result of the proposals.

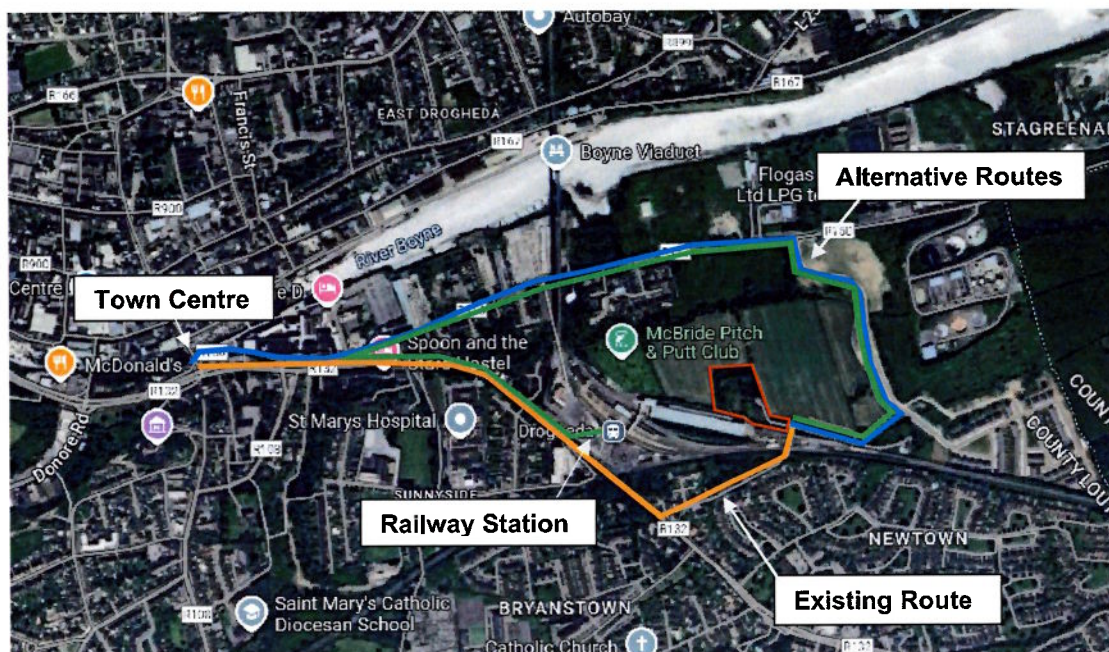


Figure 5: Location context in relation to Drogheda town centre (Google Maps)

- 3.3 The existing route used by our client to access Drogheda railway station and town centre via Railway Terrace and Dublin Road is shown in orange in Figure 2 above. This extends to c. 1.4km. It is noted that Drogheda railway station is 600 metres walking distance from Chanticleer and is accessed regularly by our client on foot to access Dublin by train. This access will be terminated throughout the construction period of the DART+ proposals as they relate to Drogheda railway station and new bridge across the railway line.
  
- 3.4 The blue line indicates the proposed route which our client would be required to use via Marsh Road the R150 and extends to c. 2km. The green line represents the new route our client will be faced with to access Drogheda railway station and extends to c. 2.6km, including a challenging gradient along the new access road to the R150. These are routed along the field adjacent to our client’s property and links to the new access road serving the completed (but unoccupied) residential development at Newtown View to the R150 Marsh Road to connect to Drogheda town centre. The R150 Marsh Road is typically a highly congested route which will significantly add to our client’s travel time to the town centre and the railway station and will require reliance on private car due to the length of the route. This is a substantial encroachment on our client’s amenity and convenience to public transport and will result in prolonged travel times and a requirement for unsustainable travel by private car. Image 1-32 of the submitted Construction Traffic Management Plan (CTMP) sets out the alternative route.





**Figure 6: Potential traffic diversion during OBB80/80A/80B replacement works (Image 1-32 of submitted Construction Traffic Management Plan)**

3.5 The accompanying text in the CTMP notes that:

*“Railway Terrace / McGrath’s Lane, at Drogheda, will become a temporary cul-de-sac whilst the OBB80/80A80/B bridge is replaced. A temporary access road will be constructed to the north linking to Marsh Road (R150) to facilitate access for residents to properties on McGrath’s Lane, to support the northern Construction Compound and to provide road vehicular access to the bridge site”.*

3.6 This results in several sustained negative impacts to our client’s daily life for a period of at least 3 years and significantly constrains access to family, neighbours and everyday facilities and amenities on Dublin Road including shops, medical facilities, church, public transport etc. and limit potential for social engagement. Our client’s ability to travel on foot or bicycle will be extinguished entirely, with private car becoming the only option to access Drogheda town centre and the railway station, contributing to increased costs, commuting times and carbon footprint. The potential alternative route via the construction compound north of McGrath’s Lane and the R150 Marsh Road will lead to inevitable delays and increased road safety concerns for our client. Our client has an elderly parent who will be prevented from visiting the property during the construction phase owing to the extent of works being undertaken and the high frequency movements of construction traffic on the temporary access route to our client’s property. The proximity of the construction compound and extent of demolition and construction works associated with the bridge will also pose a safety hazard to our client’s grandchildren and restrict visiting due to the project. These are all real and valid concerns arising from the proposals which will have a direct impact upon the social and family life of our client and require a proportionate level of consideration by Irish Rail in these proposals.

3.7 Our client seeks an alternative to this diversion which is currently noted to be ‘potential’ by the CTMP.

3.8 It is noted that Irish Rail permission ABP Ref.: PL54.123480 for the “*construction and operation of an arrow fleet train servicing centre, maintenance workshop, administration building and train wash*” at MacBride railway station included a condition which required vehicular access to be maintained throughout the construction period of the scheme. Condition 6 of the permission is set out as follows:

*“Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority, a programme of works for the*

*construction of the new arch at Newtown Bridge adjacent to McGrath's Lane. Such a programme shall, after consultation with the occupants of the dwellinghouse 'Chanticleer' north of Newtown Bridge, include details of proposals for continued and unobstructed vehicular access to that dwellinghouse throughout the construction period. The access to the development site across Newtown Bridge from McGrath's Lane shall be restricted to that for emergency services vehicles only".*

- 3.9 The developer's response to Condition 6 submitted to our client on 22<sup>nd</sup> October 2002 confirmed:

*"We will maintain vehicular access for cars and light vehicles across the bridge and have arrangements in place for emergency services to access Newtown Lane via the station and site areas should they require alternative access". (JSA emphasis)*

- 3.10 As stated in the submitted documents and noted in the quote above, Irish Rail currently gain secondary vehicular access to their maintenance depot via an entrance immediately adjacent to Chanticleer's on McGrath's Lane. This provides a route through the existing railway station linking Dublin Road to McGrath's Lane. The application notes that this route will remain operational during the construction phase of the development.
- 3.11 **It is respectfully requested that our client be permitted to access Dublin Road via the existing Irish Rail maintenance depot entrance from McGrath's Lane and route through the railway station for the duration of the construction phase.**
- 3.12 This will negate the need for our client to negotiate a route through the proposed construction compound east of Chanticleer on a busy route which will accommodate high frequency movements of construction vehicles working on the demolition and replacement of the Railway Terrace bridge, groundworks and new alignment of McGrath's Lane north of the railway line. This would also ensure that a shorter and more convenient route via the railway station, avoiding potentially hazardous travel through a large construction compound at McGrath's Lane.
- 3.13 This proposed access route can be incorporated into a Construction Traffic Management Plan for the construction phase of the development which will be required by condition of any grant and generally prepared by a main works contractor.
- 3.14 Our client now seeks a similar arrangement to be incorporated into the proposals, via the existing route through Drogheda MacBride railway station connecting to Dublin Road. Mr. Rock welcomes the opportunity to engage and discuss this proposal further with Irish Rail, as a clear precedent exists in this respect relating to Irish Rail developments.
- 3.15 We refer also to the supporting document prepared by ILTP Consulting appended to this submission which highlights the issues with the proposed access arrangements to our client's property throughout the construction phase. As detailed by ILTP, our client also requests that the temporary access arrangement linking to the R150 Marsh Road to be implemented during construction phase to be made permanent upon operation.

#### 4. ESB Substation

- 4.1 As set out in the Schedule of Works and submitted 'Drogheda MacBride Station Proposed Works Layout' drawing no. D+WP56-ARP-P4-NL-RO-010027, a large substation is proposed to be located adjacent to the west of Chanticleer on an agricultural field. The building is positioned extremely close to the boundary of our client's lands as shown in the image below and the 'Work Package Area' boundary denoted by a black dashed line encroaches upon the western perimeter of our client's property.

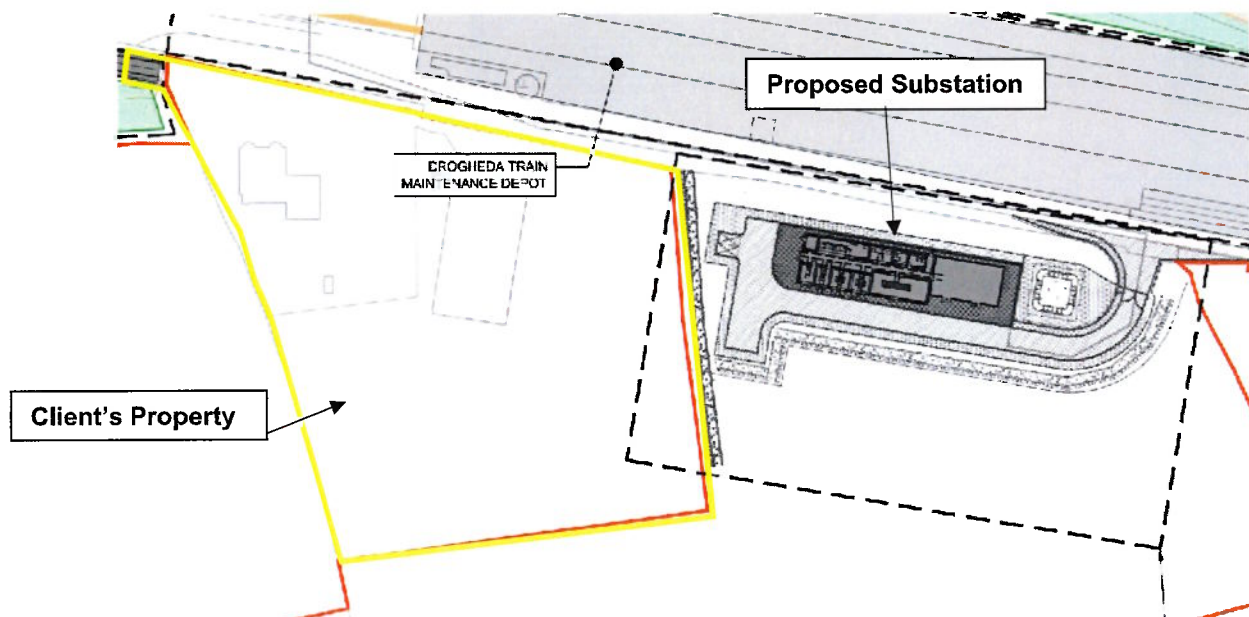


Figure 7: Location of Rock's property in context of proposed substation (Irish Rail)

- 4.2 Our client has concerns over the lack of detail in respect of the 'Work Package Area' and the form of this encroachment as this area is not identified for any form of compulsory acquisition and appears to fall outside the red line development boundary of the application. Clarity should be sought from the applicant and details of this 'Work Package Area' provided to the satisfaction of Mr. Rock in respect of this matter.
- 4.3 Furthermore, Section 4.10.5.1, Chapter 4 of the submitted EIAR provides details of the Drogheda substation proposals. It states that:
- "The proposed site location is not within the existing IÉ property boundary and therefore acquisition of third-party land will be necessary to accommodate the substation. The site is bounded by Drogheda Depot access road to the south and agricultural land to the north, east and west."* (JSA emphasis)
- 4.4 **This statement is incorrect. The site location is immediately to the west of our client's ownership boundary and therefore this description should be updated to reflect the presence of a residential perimeter adjoining the substation site to the east.**
- 4.5 Due to the immediacy of the proposed large substation to Chanticleer, our client is understandably concerned regarding the potential for impact from electromagnetic fields (EMF). The EIAR Chapter 22 identifies 'local residents and community' as a potentially sensitive receptor for EMFs. Section 22.3.3 of the chapter details 'Surveys' in this respect and notes:

*“Current knowledge of potentially sensitive receptors along the proposed route coupled with feedback from consultation with stakeholders and the results of the desktop study were used to identify those locations where baseline surveys of the electromagnetic spectrum were carried out:*

- *Survey on the electrified section (e.g., by the existing Malahide traction substation).*
- *Survey on the non-electrified section (e.g., by the future Gormanston traction substation).*
- *Survey at the crossing with the 400 kV DC link.”*

4.6 It is noted that no survey was undertaken in relation to the proposed substation north of Drogheda MacBride railway station having regard to its size and proximity immediately adjacent to our client’s property boundary. Furthermore, section 22.4.1 of chapter 22 does not include the area around Drogheda MacBride railway station in its assessment of the receiving environment in respect of EMF.

4.7 Table 22-4 of Chapter 22 sets out the study area either side of the alignment which informed the surveys undertaken. This table is included below for reference.

Criteria	Width of Study Area
Potential impacts from Direct Current (DC) fields	100 m
Potential impacts from Alternating Current (AC) fields	10 m
Potential impacts from Radiofrequency (RF) and microwave fields	100 m
Potential impacts from stray currents	100 m

**Figure 8: Electromagnetic Interference survey areas (EIAR Chapter 22, Table 22-4)**

4.8 Our client’s property is within 70 metres north of railway lines which will be subject to electrification as part of the Irish Rail proposals, and c. 90 metres east of the proposed substation within the field adjacent. Table 22-5 of chapter 22 notes that “*signalling on rail networks*” constitute sensitive EMF locations with a “*very high*” baseline.

4.9 In this regard, surveys undertaken in preparation of the EIAR appear to be remiss in respect of our client’s property given its proximity to Drogheda MacBride railway station and the proposed electrification of the line and new substation adjacent. **It is therefore respectfully submitted that appropriate mitigation measures are included in Chapter 22 of the EIAR to make specific reference to Chanticleer to ensure no significant negative direct or indirect impacts arise from the operational phase of the proposed development.**

4.10 As noted above, our client’s property boundary is immediately adjacent to the location of the proposed substation north of Drogheda railway station and west of Chanticleer. A large belt of mature leylandii and similar other trees line the western and northern sections of our client’s garden and require regular cutting back to preserve safe distances from the three-phase electricity powerlines which bisect the northern section of the garden area. It is estimated that these trees extend to c. 30 metres in height.

- 4.11 Mr. Rock is concerned that due to the height and mass of the leylandii trees adjacent to the western boundary and c. 10 metres from the proposed location of the large substation, safety issues will inevitably arise in a storm event with the possibility of the trees falling onto the proposed substation. The appearance of the substantial belt of trees as observed from the location of the proposed substation is shown in the image below and exemplifies the potential hazard these represent to the substation given its proximity to the boundary of our client's property.



Figure 9: Belt of leylandii trees alongside western perimeter of Chanticleer (Mr. Conor Rock)

- 4.12 **On the basis of the potential hazard that the presence of the tree belt could present to the proposals, our client respectfully requests that Irish Rail facilitate the removal of a section of trees at the western perimeter and the construction of a 2 metre high block wall along the length of the perimeter.**
- 4.13 We note precedent exists in this regard as Irish Rail provided a similar wall around part of our client's property as part of the maintenance depot planning application in 2001. This is shown below and our client would seek provision of same along the western perimeter. This would enable Irish Rail to determine a suitable treatment west of the boundary as well as managing the line of trees to negate any potential hazard to the substation.

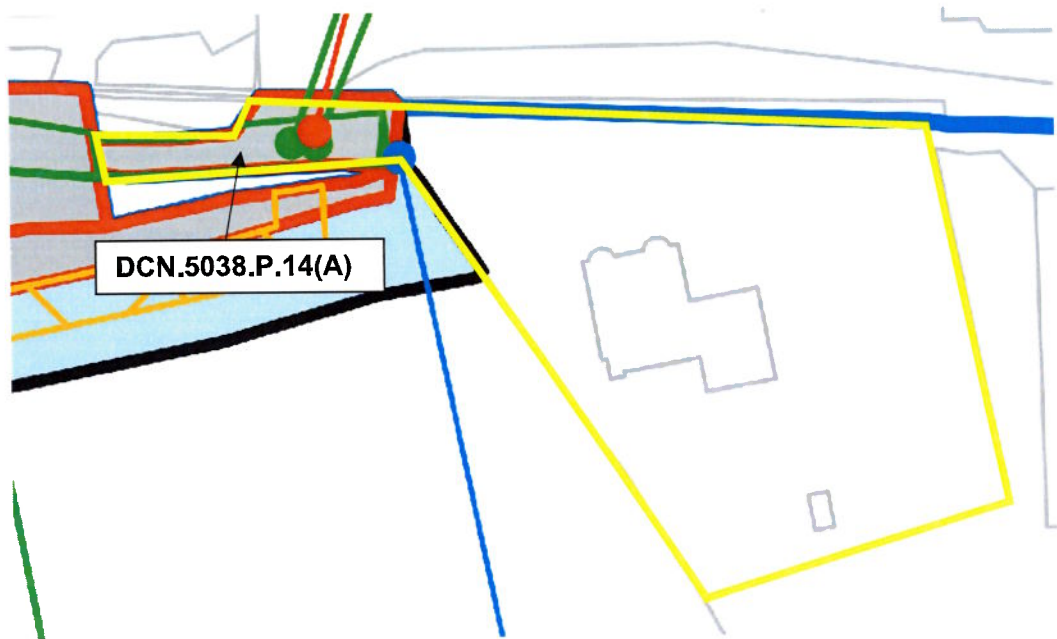


**Figure 10: Existing block wall at Chanticleer**

- 4.14 It is reasonably considered that the inclusion of the belt of trees along the western boundary of our client's property would enable Irish Rail to provide an appropriate boundary treatment and landscaping at this location and negate the risk of tall, heavy leylandii trees posing a hazard to the operation of the proposed substation adjacent. This would also remove the need for the ESB to regularly tend to the large trees through cutting back to maintain a safe distance from the power line which cross our client's property.
- 4.15 Our client would be happy to engage with Irish Rail in respect of these proposals.

## **5. Compulsory Purchase of Land**

- 5.1 Our client acknowledges the requirement of Irish Rail to replace the existing bridge at Railway Terrace to facilitate an increased headroom for locomotives utilising the railway line. However, this will result in the permanent acquisition of lands under ownership of our client linking from the northern end of the existing bridge to the entrance of Chanticleer.
- 5.2 Land Parcel DCN.5038.P.14(A) is identified in the figure below, shaded grey with a red outline, and our client's property boundary outlined in yellow. Part of our client's land is also subject to temporary acquisition under reference DCN.5038.T.14(A).



**Figure 11: Extract from Property Plan No. 38 (Irish Rail)**

- 5.3 The existing access arrangement to our client's property consists of a hard standing tarmac road with grass verges lined with attractive well-established trees on both sides of the route which descends from the elevated gradient of the bridge at Railway Terrace. Our client is concerned with the loss of this approach to his property and the absence of detail in respect of the Irish Rail proposals as they relate to Chanticleer and long term impact on the entrance area of the property when the DART+ project becomes operational.
- 5.4 The submitted drawing OBB80C – McGrath's Lane Overbridge Site Location Plan appears to suggest that a two-way road will be implemented extending to the entrance gates of our client's property, with no indication of landscaping or planting on either side of the road. This is not acceptable to our client who currently enjoys an established and attractive welcome to his home on the approach from the railway bridge, as shown below.



**Figure 12: Existing view looking west towards entrance to Chanticleer**

- 5.5 Furthermore, the increased elevation of the proposed bridge will undoubtedly contribute to greater severity in levels moving west towards the entrance to Chanticleer, potentially providing an accessibility hazard to our client and visitors to the property.
- 5.6 **It is respectfully submitted that Irish Rail provides comfort to our client that the proposed permanent acquisition of land parcel DCN.5038.P.14(A) and temporary acquisition of land parcel DCN.5038.T.14(A) will include a replicated and appropriately landscaped approach to Chanticleer on McGrath's Lane to maintain the amenity and attractive appearance to the property currently existing.**
- 5.7 A much greater level of detail should be provided within the submitted plans having regard to the compulsory purchase of the lands and the intended appearance of the 'new' McGrath's Lane when completed as part of the proposals. Mr. Rock would welcome engagement with Irish Rail to determine suitable treatment and landscaping features to provide a similar approach to the property.

## 6. Noise, Vibration & Air Quality

- 6.1 Our client is greatly concerned about the potential impact on his property and residential amenity arising from the proposed development during the construction phase given the proximity of the works proposed.
- 6.2 Page 43 of EIAR Chapter 14 notes that the construction period of the proposed replacement Railway Terrace bridge will *"take place over an approximately 18-month period"*. However, this is estimated to be approximately 104 weeks as set out in Table 1-7 of the submitted Construction Environmental Management Plan within the Appendices. Our client seeks clarification on the duration of construction works and the closure of Railway Terrace as this provide the primary and most time-efficient route to the railway station and Drogheda town centre.
- 6.3 Chapter 14 acknowledges that *"given the location of the bridge, much of the work will need to be done during track possessions. It is expected that these will be a combination of weekend and night-time possessions"*. Table 14-31 sets out the impact distance from the Railway Terrace Bridge as set out below:

Activity	Distance where the Predicted Noise Level $L_{Aeq}$ (dB) in the unscreened case is equal to a moderate or major impact			
	Day		Night	
	Major impact	Moderate impact	Major Impact	Moderate Impact
Bridge demolition	<130m	130m - 231m	<410m	410m - 729m
Foundations, piers and abutments	<64m	64m - 113m	<201m	201m - 357m
All other works	<45m	45m - 80m	<143m	143m - 254m

Figure 13: Extract of Table 14-31 of EIAR Chapter 14 (Irish Rail)

- 6.4 Our client's dwelling is located within 60 metres of all works associated with the bridge replacement and based on Table 14-31, will experience a 'major impact' at both day and night time during all of these works with the exception of 'all other works' during day time. This is of significant concern to our client as the EIAR confirms that:

*"The effect at these receptors is likely to be negative, significant to very significant, or very significant to profound, and short-term"*.



- 6.5 Accompanying text anticipates “*moderate or major impact*” at approximately 110 existing residential properties in proximity of the bridge works. Concerningly, the EIAR proceeds to note possible “*profound*” at dwellings close to the depot.
- 6.6 The cumulative effect of other works being undertaken in the construction of the new Platform 4 at Drogheda railway station, works to the footbridge in the station and the substation to the west of our client’s property will result in an unacceptable level of disruption and disturbance and ultimately an untenable living environment. In respect of the construction of the substation, Chapter 14 notes that:
- “The works at this location will result in a moderate or major impact at 2 residential properties on McGrath’s Way. The effect at these receptors is likely to be negative, moderate to significant / significant to very significant, and short-term”.*
- 6.7 Chanticleer is an immediate neighbour of the proposed substation and will therefore experience significant effects arising from its construction.
- 6.8 Significant vibration effects will be encountered as a result of piling to install overhead line equipment, with Table 14-13 of the EIAR demonstrating that due to the proximity of Chanticleer to the piling works, a ‘major impact’ will be experienced as a result. The accompanying text notes that “*Due to the temporary nature of the works, the impact is considered negative, moderate to profound and temporary*”. Part of our client’s dwelling dates to the early 1900s and is structurally susceptible to significant and profound effects arising from construction processes which may pose a serious threat to the integrity of the house. This must be avoided through an appropriate approach to construction and comprehensive mitigation measures.
- 6.9 Furthermore, Section 12.7.1 of the EIAR Air Quality chapter notes that:
- “Consistent implementation of good dust minimisation practices will ensure that the likely effects from construction dust is short-term, localised, reversible and not significant when considered with respect to the EPA description of effects (EPA 2022)”.*
- 6.10 It is noted that limited mitigation measures in relation to air quality and dust monitoring are included in the EIAR Chapter 12 and submitted Construction Environmental Management Plan.
- Our client requests that owing to the scale and volume of works proposed to be undertaken in close proximity to his property, an air quality and dust monitoring station be placed within the boundary to continuously and remotely monitor levels via registration on the Irish Rail monitoring app.**
- 6.11 This situation is highly concerning for our client who resides in one of the closest properties to the bridge and is guaranteed to have amenity disrupted to a significant / profound level at during predominately anti-social hours during night time and weekends.
- 6.12 It is noted that mitigation measures are set out at Section 14.6.1 of the EIAR chapter which include a community liaison officer notifying residents of planned works, submission of a noise management plan to the local authority, prioritise day time works, using screens, limit deliveries and timings and take advantage of natural barriers.

- 6.13 While the intentions of the mitigation measures are noted in this respect, these are considered insufficient and disproportionate to the 'significant' and 'profound' effects which will be experienced by our client's property in respect of noise and vibration.
- 6.14 It is respectfully requested that Irish Rail revisit the mitigation measures proposed to fully address the exceptional cumulative impacts predicted to be experienced at Chanticleer having regard to the proximity of the dwelling to the demolition and construction of the Railway Terrace bridge, the substation and various other works being undertaken at Drogheda railway station which immediately abuts our client's lands to the south.
- 6.15 Additional mitigation should require the provision of noise and vibration monitoring stations to be set up at Chanticleer in addition to those located within the railway station. These should be remotely monitored to ensure significant effects are restricted to the greatest extent possible and profound effects are avoided entirely where possible. Our client seeks registration of his email address on the monitoring app to allow remote monitoring at all times. Permanent mitigation measures should also be considered such as enhanced glazing and additional screening to the property where possible.
- 6.16 Our client is highly concerned about the likely detrimental impact the prolonged construction phase of at least 3 years will have on the quality of life experienced at the property. **It is therefore respectfully requested that Irish Rail seriously review and reconsider the proposed mitigation measures at Section 14.6.1 of the EIAR which are entirely inadequate having regard to the nature, scale and cumulative impact of the works being proposed in respect of our client's property.**
- 7. Built Heritage / Conservation**
- 7.1 Our client also wishes to highlight the historic importance of the existing Railway Terrace bridge. A recent photograph of the structure is included below, noting its heritage character emanating from its stone construction.



Figure 14: Appearance of Railway Terrace bridge looking south

7.2 It is noted that Chapter 21 Architectural Heritage of the EIAR identifies Newtown Bridges McGrath's Lane (Ref: BH-141) to be of 'Regional, Medium sensitivity' and noted to be "of architectural heritage interest as they are noted on historic maps". Section 21.6.2.1 of chapter 21 notes that "The potential Construction Phase impact is Direct, Negative, Significant, Long term".

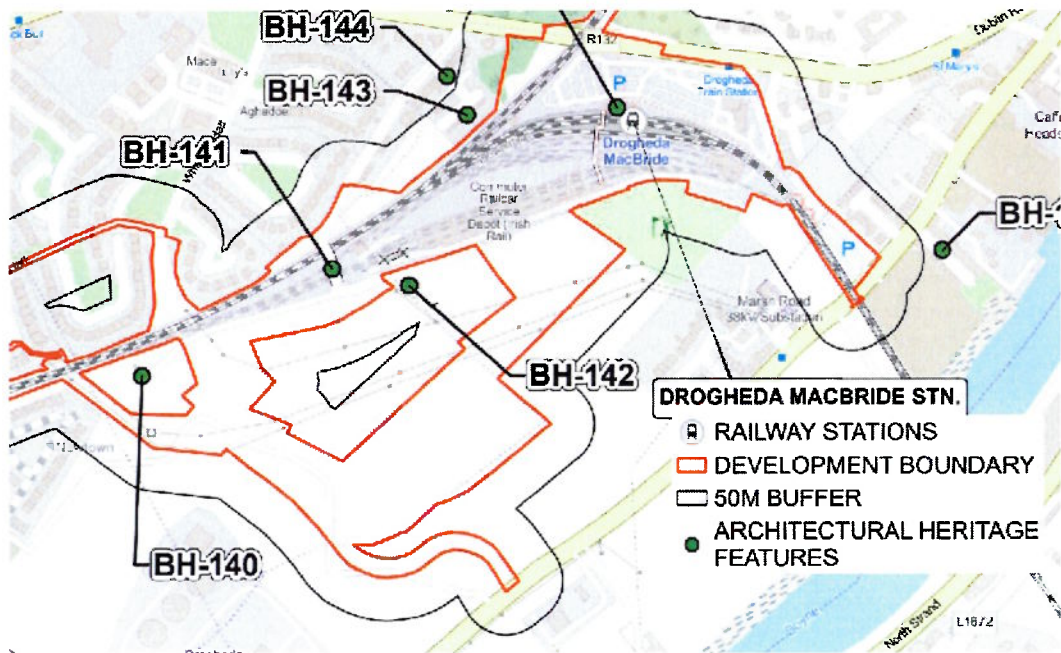


Figure 15: Extract of FIGURE 21.1: ARCHITECTURAL HERITAGE FEATURES (Irish Rail)

7.3 The location of the bridge Ref: BH-141 is shown in the image above, alongside our client's property Ref: BH-142.

7.4 While our client recognises the requirement for the replacement of the bridge to facilitate additional overhead heights and clearance for trains, it is considered that the design and finish of the proposed bridge be considered in the context of the heritage feature that it is replacing. **It is recommended that the proposed bridge incorporates the material from the existing Railway Terrace bridge into its construction to retain an element of architectural value at the location and to benefit the character and setting of the location.**

## 8. Depreciation of Property Value

8.1 Mr. Rock is concerned that the proposed Railway Order and the prolonged extent of the construction period will have a detriment impact upon the value of his property at Chanticleer. It is reasonable to expect that the value that could be sought for the property prior to any grant of permission by An Bord Pleanála in respect of the proposals would be significantly greater in comparison to that value during the c. 3 year construction period of the development.

8.2 We note the provisions of Section 184 of the Planning & Development Act 2000, as amended, in this respect and the relevant second schedule setting out the rules for the determination of the amount of compensation:

*"1. The reduction in value shall, subject to the other provisions of this Schedule, be determined by reference to the difference between the antecedent and subsequent values of the land, where—*

*(a) the antecedent value of the land is the amount which the land, if sold in the open market by a willing seller immediately prior to the relevant decision under Part III (and assuming that the relevant application for permission had not been made), might have been expected to realise, and*

*(b) the subsequent value of the land is the amount which the land, if sold in the open market by a willing seller immediately after that decision, might be expected to realise."*

8.3 In this respect, our client reserves the right to seek compensation in the event of any depreciation in value of his property as a result of the proposed development.

## 9. Summary & Recommendations

9.1 In summary, our client supports the principle of the development which will transform and vastly improve the connectivity between Drogheda and Dublin city. Our client is an immediate neighbour to the north of the service depot at Drogheda MacBride and maintains a positive relationship with Irish Rail.

9.2 The submission herein raises a number of issues which Mr. Rock considers can be resolved through alterations to the approach and management of the construction phase of the proposed development which would reduce the significant negative effects of the scheme upon his property and quality of life over this c. 3 year period.

9.3 The recommendation included in the text above are now listed as follows for the convenience of the Board.

9.4 We trust these will be taken into consideration in the assessment of the application in due course and our client is open to liaising with Irish Rail in respect of any of these issues.

- *It is respectfully requested that our client be permitted to access Dublin Road via the existing Irish Rail maintenance depot entrance from McGrath's Lane and route through the railway station for the duration of the construction phase.*
- *This statement is incorrect. The site location is immediately to the west of our client's ownership boundary and therefore this description should be updated to reflect the presence of a residential perimeter adjoining the substation site to the east.*
- *It is therefore respectfully submitted that appropriate mitigation measures are included in Chapter 22 of the EIAR to make specific reference to Chanticleer to ensure no significant negative direct or indirect impacts arise from the operational phase of the proposed development.*
- *On the basis of the potential hazard that the presence of the tree belt could present to the proposals, our client respectfully requests that Irish Rail facilitate the removal of a section of trees at the western perimeter and the construction of a 2 metre high block wall along the length of the perimeter.*
- *It is respectfully submitted that Irish Rail provides comfort to our client that the proposed permanent acquisition of land parcel DCN.5038.P.14(A) and temporary acquisition of land parcel DCN.5038.T.14(A) will include a replicated and appropriately landscaped approach to Chanticleer on McGrath's Lane to maintain the amenity and attractive appearance to the property currently existing.*
- *Our client requests that owing to the scale and volume of works proposed to be undertaken in close proximity to his property, an air quality and dust monitoring station be placed within the boundary to continuously and remotely monitor levels via registration on the Irish Rail monitoring app.*
- *It is therefore respectfully requested that Irish Rail seriously review and reconsider the proposed mitigation measures at Section 14.6.1 of the EIAR which are entirely inadequate having regard to the nature, scale and cumulative impact of the works being proposed in respect of our client's property.*
- *It is recommended that the proposed bridge incorporates the material from the existing Railway Terrace bridge into its construction to retain an element of architectural value at the location and to benefit the character and setting of the location.*

## **10. Conclusions**

- 10.1 On behalf of our client, Mr. Conor Rock, Chanticleer, McGrath's Lane, Drogheda, County Louth, A92 DKV4, we hereby make a submission to the DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch pending a decision with An Bord Pleanála under ABP Ref: 320164.
- 10.2 The application is being made pursuant to the provisions of Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and constitutes a Strategic Infrastructure Development.
- 10.3 As detailed above, our client has concerns regarding restricted access from his property to Drogheda town centre and railway station during the construction phase of development, the nature, scale and proximity of the construction compounds

adjacent to Chanticleer, the immediacy of the proposed substation and its potential to be impacted by existing trees, in addition to shortcomings within the applicant's EIAR having regard to noise, vibration and air quality.

- 10.4 Each of these issues will undoubtedly have significant negative effects upon our client's quality of life and propensity to enjoy the amenity of his property as a result of the proposed development. Equally, each of these can be addressed to some extent through the recommendations set out in this submission.
- 10.5 Our client seeks an oral hearing in respect of the proposals.
- 10.6 Our client respectfully requests that An Bord Pleanála takes the above submission into account in assessing the Railway Order application Ref: 320164.

Yours faithfully,



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**John Spain**

*Managing Director John Spain Associates Ltd.*

**Appendix 1**  
**ILTP Consulting Submission**



## **DART+ Coastal North Railway Order Application - Statutory Consultation**

*Date:*

**15<sup>th</sup> October 2024**

*Distribution:*

Conor and Fiona Rock  
Johnny Dunne  
John Spain Associates  
An Bord Pleanála

*Author:*

**Ben Waite**

*Approved By:*

**Christy O'Sullivan**

*ILTP Project Code & Reference:*

**DART+CRock**

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### **1 INTRODUCTION**

#### **1.1 Purpose of Report**

1.1.1 This report should be read in conjunction and as an Appendix to the JSA submission on the Dart+ Coastal North Railway Order 2024, proposed scheme.

1.1.2 Our Clients, Conor and Fiona Rock, live at a property known as Chanticleer, McGrath's Lane, Drogheda, Co. Louth. Johnny and Grainne Dunne live at a property known as Newtown Lodge, McGrath's Lane, Drogheda, Co. Louth.

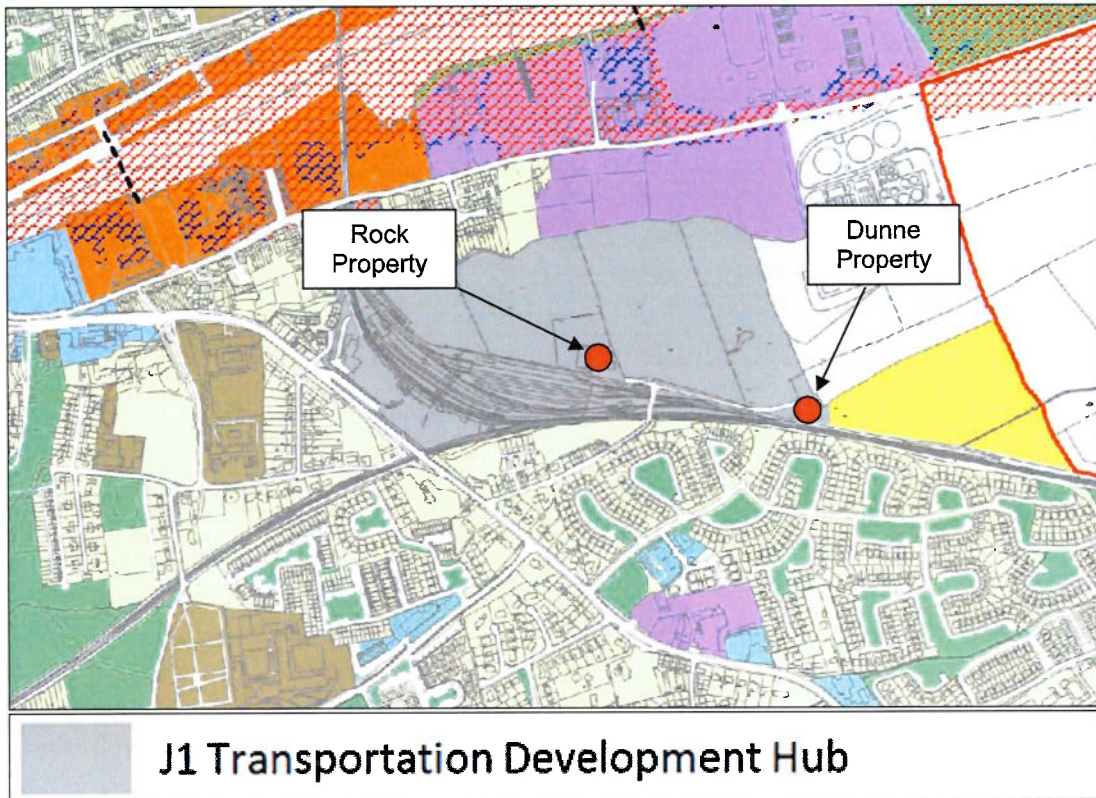
1.1.3 Our clients are generally supportive of the scheme but they also have a number of concerns and are seeking changes to some aspects and clarification on other aspects of the scheme. Of particular importance to our clients is the scheme's impact on their property and particularly in respect to access arrangements to same both during and post the construction of the Dart+ Coastal North scheme.

1.1.4 Our clients are seeking to meet with the National Transport Authority (NTA) and Irish Rail (CIE) to seek to resolve these concerns in advance on an Oral Hearing on the proposed scheme and to hopefully present an agreed outcome to the Board in respect of same.

#### **1.2 Site Location and Zoning**

1.2.1 Our client's dwellings and lands are immediately adjacent to the existing rail station. Figure 1.1 shows the subject sites in the context of the Louth County Development Plan 2021-2027 (CDP).





**Figure 1.1: Extract from County Development Plan Zoning Map**

- 1.2.2 The subject site is zoned “J1 – Transportation Development Hub”, the CDP states the following in regard to this zoning:

*Objective:*

*To support the provision of mixed-use development commensurate with a transportation hub.*

*Guidance:*

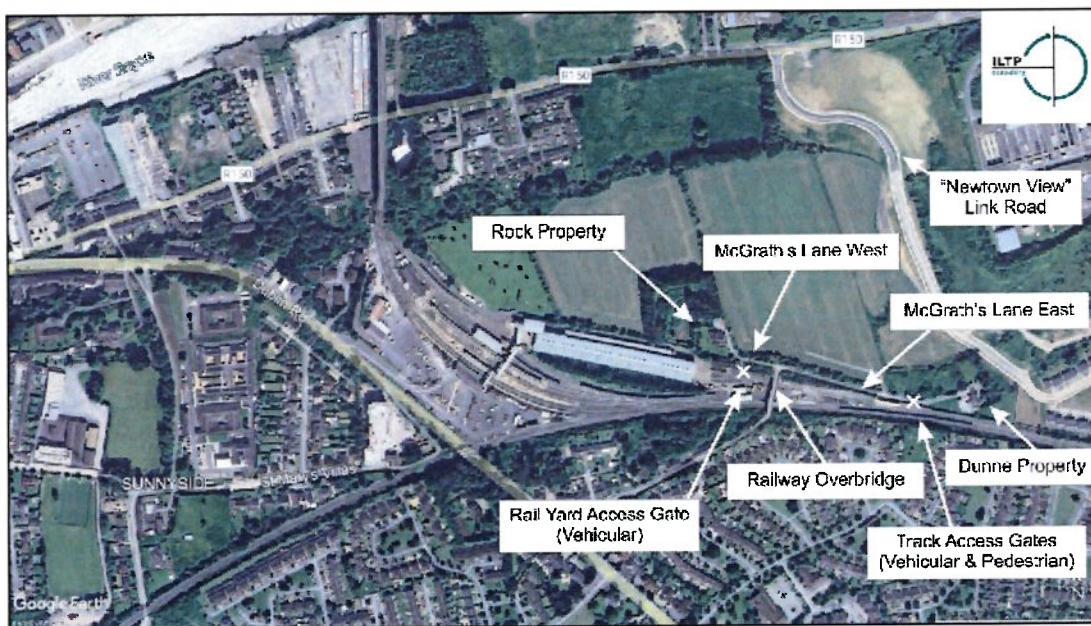
*This zoning will facilitate the development of a public transport hub and is suitable for other land uses including high-density residential development and retail and office uses.”*

- 1.2.3 There are also a wide range of other permitted uses: “B&B/ Guest House, Coffee Shop/Tea Room, Car Park, Childcare Facility, Cinema, Community Facility, Conference/Event Centre, Funeral Home/Mortuary, Healthcare Practitioner, Home Based Economic Activities, Industry Light, Multi Storey Car Park, Nightclub, Nursing Home, Offices, Park/Playgrounds, Park and Ride Facilities, Plant and Tool Hire, Public Transport Infrastructure (Rail/Bus), Recreational/Sports Facility, Retail Warehouse, Research and Development, Retirement Village, Shop (Convenience), Taxi Office, Telecommunications Structures, Training Centre, Veterinary Surgery.”

- 1.2.4 In addition, the following uses are also open for consideration: *“Advertisements and Advertising Structures, Amusement Arcade, Bring Banks, Business Enterprise Centre, Drive thru Restaurant, Garden Centre, Industry General, Recycling Facility (Waste), Residential, Restaurant, Shop ≤200m<sup>2</sup> Takeaway/Fast Food Outlet, Traveller Accommodation, Utilities, Vehicle Sales Outlet.”*
- 1.2.5 Clearly the subject lands are located within an area zoned for a development around a key rail interurban rail station. The development of such land for high density development is supported by policy at all levels including the Climate Action Plan 2023 and the Compact Settlement Guidelines 2024.
- 1.2.6 As the proposed development of the MacBride Station is clearly in keeping with these same policy objectives it is both appropriate and in line with sustainable planning practice that the redevelopment of the rail station is undertaken in a manner that also promotes the optimal development of the adjacent zoned lands, as set out in the CDP.

**1.3 Site Visit**

- 1.3.1 ILTP visited the site in September 2024 and also met with the client. It is noted that McGrath’s Lane currently serves as an access to both our client’s lands and one other landholding.
- 1.3.2 The key locations relating to this site visit are shown in Figure 1.2. A number of photographs taken during the site visit are also shown in Figures 1.3 to 1.6.



**Figure 1.2: Key Locations**

1.3.3 The existing bridge connecting Railway Terrace to McGrath's Lane is illustrated in Figure 1.3.



**Figure 1.3: Existing Overbridge – Looking South**

- 1.3.4 The bridge provides a direct link to Railway Terrace and the existing Rail station. The bridge provides access for all travel modes, (car, walk and cycle) and is also used as an amenity for local residents. The bridge is also very attractive design and provides views of the rail station and track systems which is a popular local attraction. The bridge is used daily by our clients to access the wider road network, town centre and railway station (which they use on a very regular basis). Service vehicles too our client's properties also use the existing bridge as this is the sole access to our client's lands.
- 1.3.5 On the west side of McGrath's Lane there is gated access to existing tracks as illustrated in Figure 1.4. This access is currently used on a regular basis for presumable track maintenance purposes. Clarification is sought on whether this access to the tracks is required with the scheme in place.



**Figure 1.4: Existing McGrath's Lane (East) Looking West toward Bridge**

- 1.3.6 The view of Mr. and Mrs. Rock's access from the bridge is illustrated in Figure 1.5. This is a very attractive tree lined access to our client's home and clearly they are concerned as to the amenity loss that will arise as a result of the proposed development, during and post construction phases.



**Figure 1.5: McGrath's Lane (West) View toward the Rock Property from Bridge**

- 1.3.7 To the left of the access road to the Rock property there is an emergency access route provided to the rail maintenance shed and station. The emergency access is illustrated in Figure 1.5.



**Figure 1.6: Existing Rail Yard Emergency Access off Access to Mc Grath's Lane**

- 1.3.8 This emergency access appears to be used quite regularly by service vehicles and could also potentially provide access to the station for our client's during the construction phase of the project. This is set out in more detail in the next chapter.

**2 SCHEME IMPACT ON CLIENT LANDS**

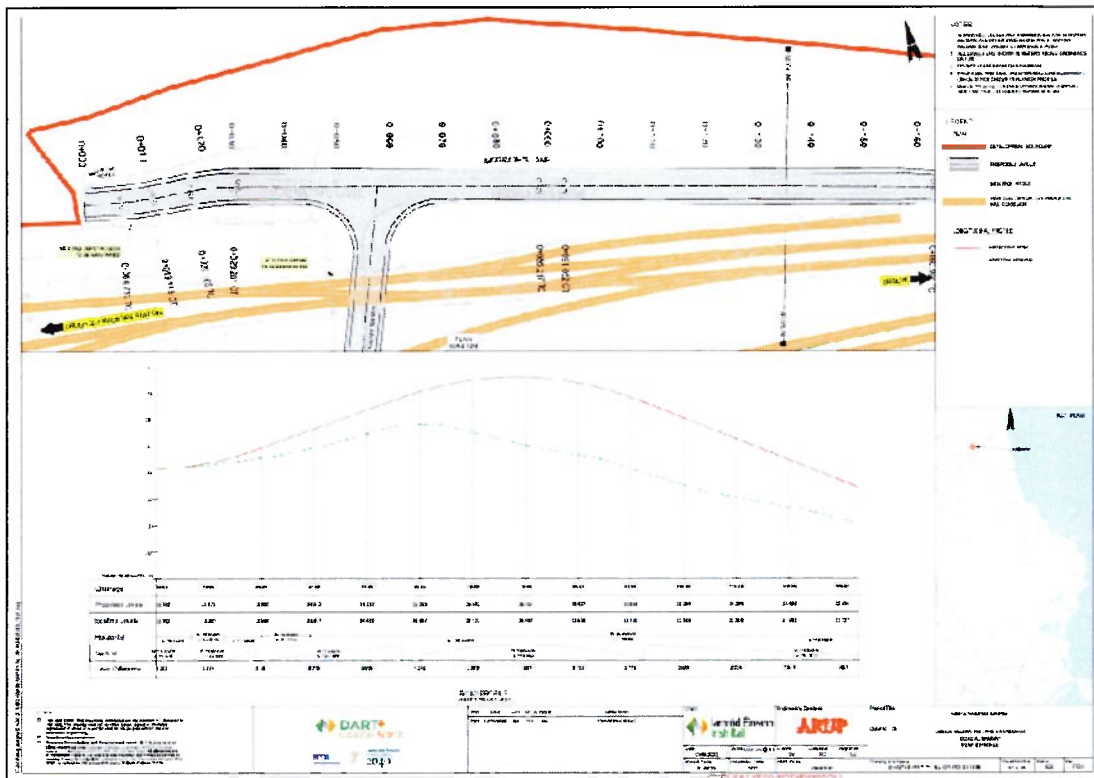
**2.1 Introduction**

2.1.1 It is proposed that the existing rail overbridge will be closed for a considerable period of time during the construction phase in order for it to be demolished and a new bridge constructed. The proposed new rail overbridge will be of an increased height and will also have significantly higher parapet walls compared to that which exists at present.

2.1.2 The closure of the existing access to our client lands will have a significant impact on our client during the construction stage. It will also have a potential long term impact of the amenity of our client’s property as the proposed access arrangements will be significantly diminished.

**2.2 DART+ Costal North Railway Order – Proposed Overbridge Assessment**

2.2.1 Extracts form the DART+ Costal North Railway Order are reproduced as Figures 2.1, 2.2 and 2.3. These drawings show the proposed horizontal alignments for McGrath’s Lane and the proposed new overbridge. Vertical profiles showing the existing and proposed road levels are also shown.



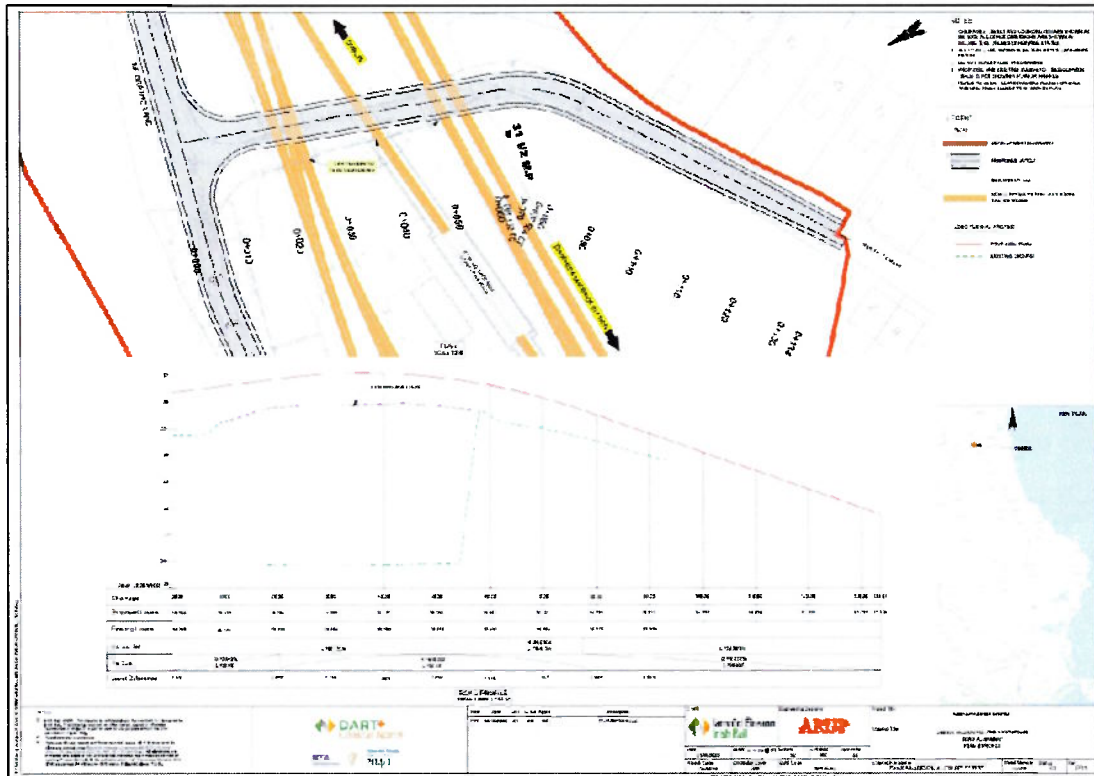
**Figure 2.1: McGrath’s Lane Plan and Profile Drawing– Existing and Proposed (Source: DART+ Costal North Railway Order)**

2.2.2 Figure 1.6 shows that there is a considerable difference in height between the existing and proposed road levels on McGraths Lane to the east of the overbridge (approximately 3m). This will result in a significant gradient change along the access to our client’s property. There is also a 7.2% gradient proposed to the west of the overbridge.



Figure 2.2: McGrath's Lane Plan and Profile Drawing– Existing and Proposed (Source: DART+ Costal North Railway Order)



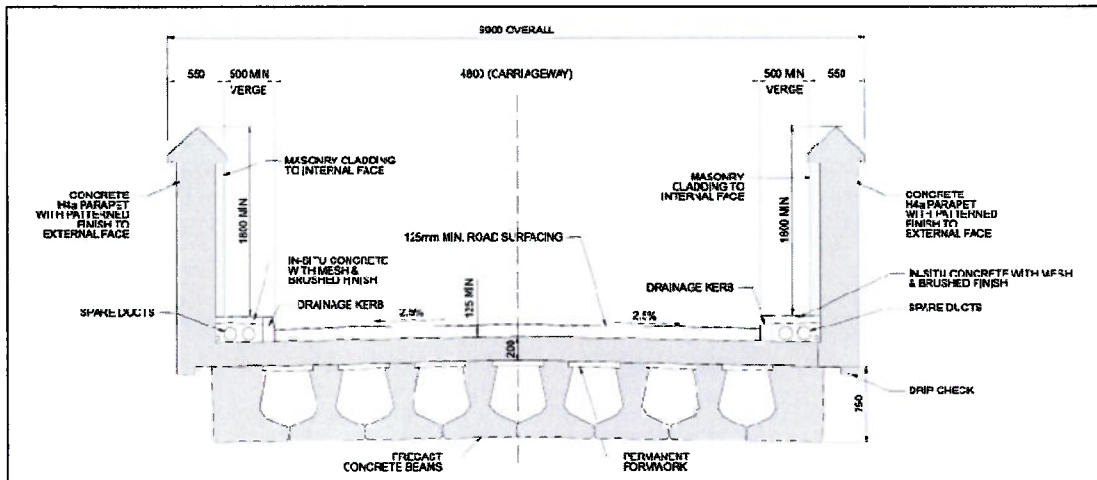


**Figure 2.3: McGrath's Lane Overbridge Plan and Profile Drawing– Existing and Proposed (Source: DART+ Costal North Railway Order)**

2.2.3 Figure 2.3 shows that the proposed road level is approximately 1.1m above the existing level at the centre of the overbridge. The road level is approximately 1.3m above the existing road level where the overbridge meets the proposed realigned McGrath's Lane.

**2.3 Proposed New Bridge & Parapets**

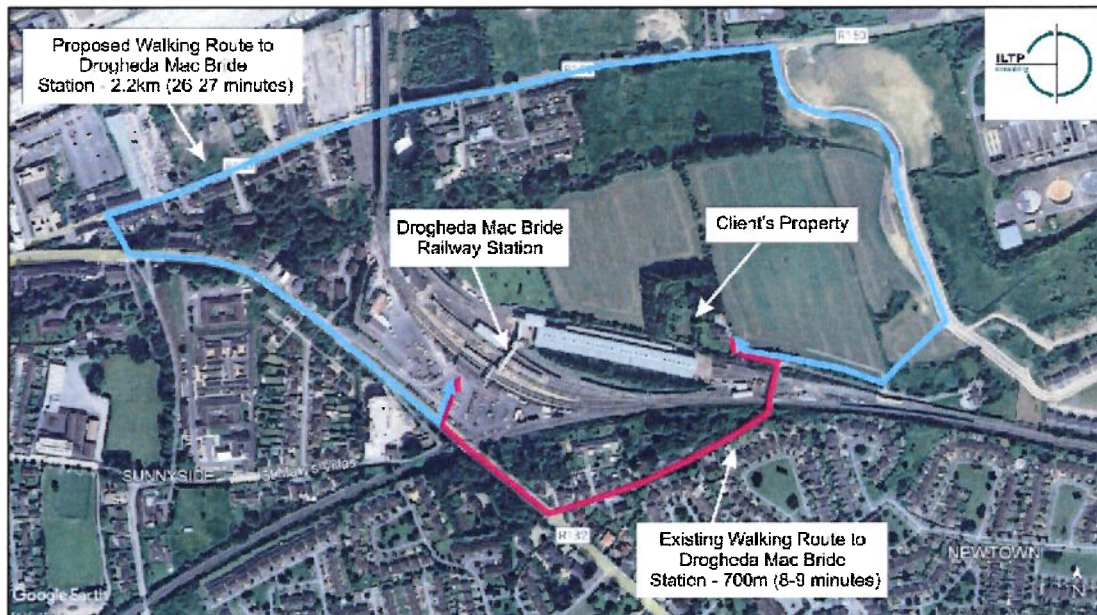
2.3.1 Figure 2.4 shows a cross section of the proposed overbridge, including a proposed parapet level of 1.8m. This is considerably higher than the existing parapet level, which will reduce views from the bridge and also give a more confined feel to pedestrian and cyclists using the new bridge, thereby reducing the amenity value of same.



**Figure 2.4: Proposed Overbridge – Cross Section**

**2.4 Walking Route to Drogheda MacBride Railway Station**

2.4.1 Figure 1.9 shows the existing walking route used by our client to access Drogheda MacBride Railway Station. It is noted that our client regularly uses this route to access Dublin via train for work. The proposed temporary route is also shown in Figure 2.5. This temporary route is approximately 3 times as long as the existing route.



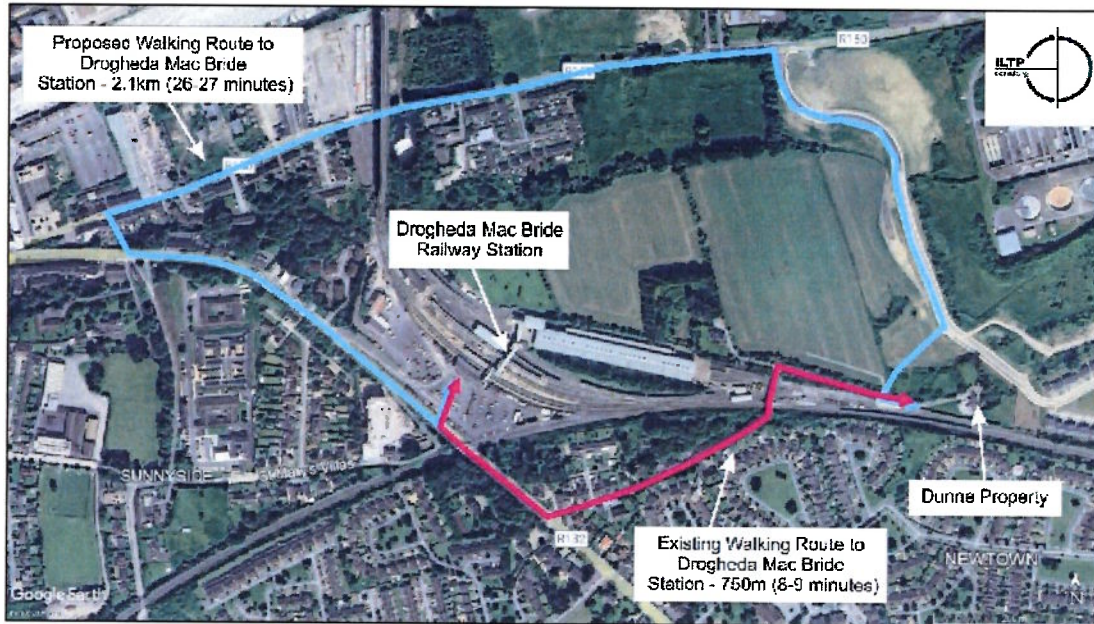
**Figure 2.5: Walking Routes from Mr. Rock's Property to Drogheda MacBride Railway Station**

2.4.2 The alternative walking route to the station during the construction phase is well outside a reasonable walk distance of our client's property. Mr. Rock regularly walks to and from the existing

rail station as part of his daily commute, therefore this represents a significant negation of our client during the construction stage.

2.4.3 The alternative is that our client will now be required to drive to the rail station each day, which will add significantly to his overall journey time in addition to the additional car parking costs.

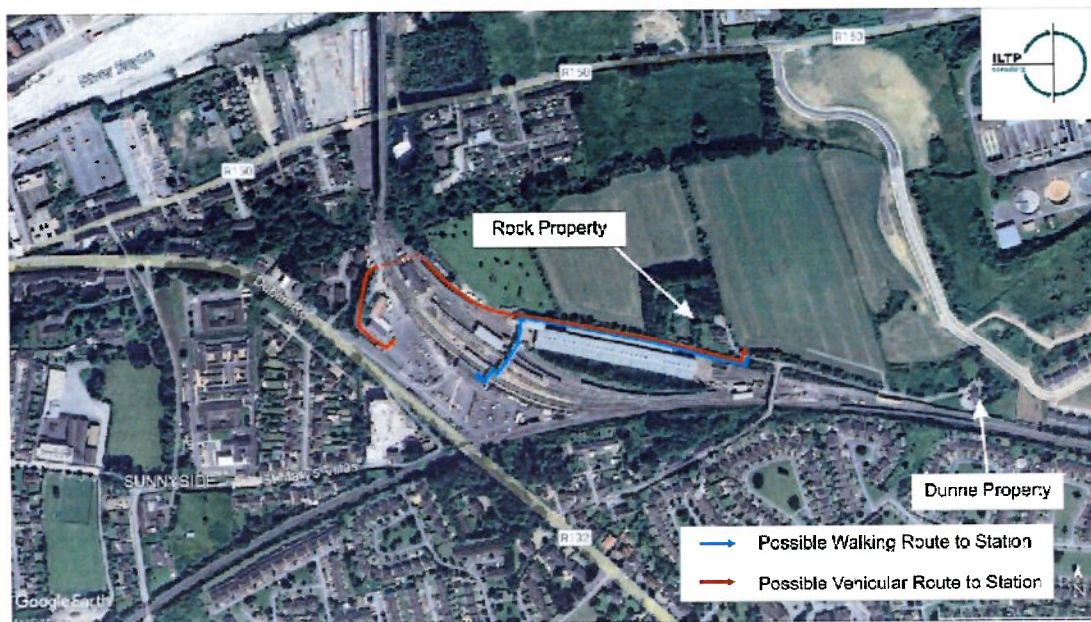
2.4.4 Figure 2.6 shows the walking routes to and from the Dunne property, exiting and during the proposed construction phase. It shows that the walking route to and from Drogheda MacBride Railway Station from the Dunne property is also almost 3 times as long as the existing route.



**Figure 2.6: Walking Routes from Dunne Property to Drogheda MacBride Railway Station**

**2.5 Possible Alternative Access Routes During Construction Phase**

2.5.1 There is an existing access route from the existing station car park to the rail maintenance shed adjacent to our client's property, which also has a gated link on to McGraths Lane east as outlined earlier. These routes are indicated in Figure 2.7.



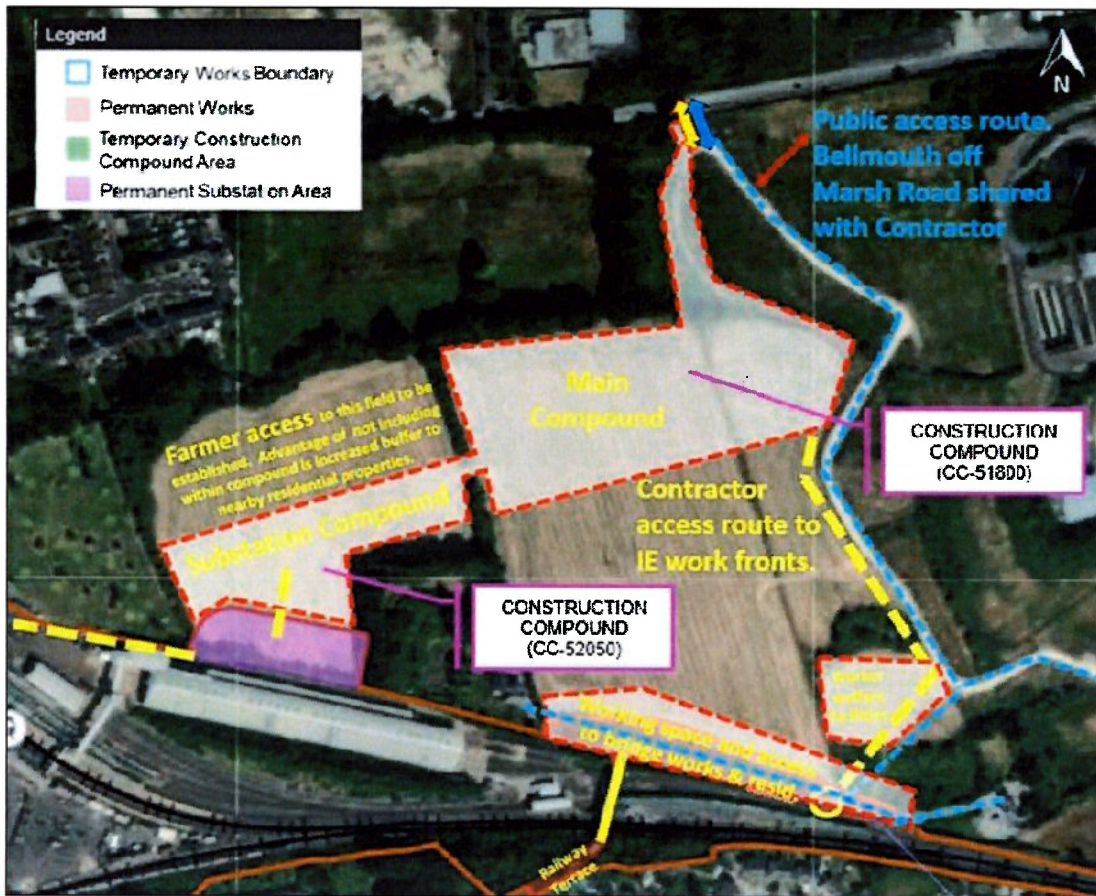
**Figure 2.7: Vehicle and Pedestrian Access Route from Rail Station to Rail Maintenance Shed and McGrath's Lane**

2.5.2 Service vehicles and pedestrian currently access the Irish Rail maintenance shed from the rail station. This area can also be accessed from McGrath's Lane as outlined earlier.

2.5.3 Making this route available for our client during the construction phase would significantly reduce the adverse and significant impact of the proposed development construction phase on our client.

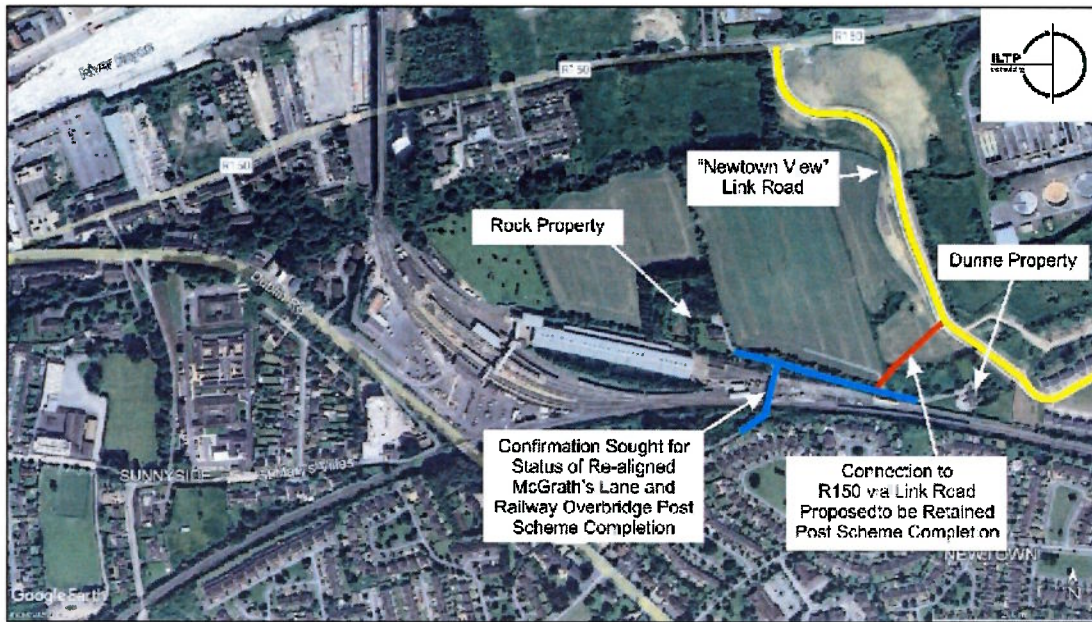
**2.6 Retention of Temporary Access Route from McGrath's Lane to R150**

2.6.1 A temporary access route is proposed to provide access to our client's property during the construction phase, which is intended to be shared by construction access also. The location of the route is illustrated in Figure 2.8.



**Figure 2.8: Extract from EIAR – Construction and Public Temporary Access**

- 2.6.2 The proposals involve the relocation of McGrath Lane and the construction of a temporary access to our client lands for the construction stage. The proposed temporary access is summarised in Figure 2.9.
- 2.6.3 We note there are no detail provided as to the design of this temporary access route in term of cross section and alignment and our client would request detail of same to be provided.
- 2.6.4 Rather than simply remove the temporary access route ILTP are proposing that same be retained post the completion of the DART+ scheme as this would give an alternative access route to our client and neighbouring zoned lands. It would also provide improved cycle and walking access from the new residential development to the rail station.



**Figure 2.9: Proposed Retention of Temporary Access Post Construction**

- 2.6.5 The provision of improved access to zoned land and the creation of improved pedestrian and cycle connectivity between the nearby new residential development and the rail station accords with sustainable transport practices.



### **3 SUMMARY AND CONCLUSIONS**

- 3.1.1 ILTP was commissioned to provide input that forms part of a submission to the DART+ Coastal North Railway Order Application statutory consultation. This report should be read in conjunction with the JSA report enclosed as part of the submission.
- 3.1.2 Our Clients, Conor and Fiona Rock, live at a property known as Chanticleer, McGrath's Lane, Drogheda, Co. Louth. Johnny and Grainne Dunne live at a property known as Newtown Lodge, McGrath's Lane, Drogheda, Co. Louth.
- 3.1.3 Our clients are generally supportive of the scheme but they also have a number of concerns and are seeking changes to some aspects and clarification on other aspects of the scheme. Of particular importance to our clients is the scheme's impact on their property and particularly in respect to access arrangements to same both during and post the construction of the Dart+ Costal North scheme.
- 3.1.4 Our clients are seeking to meet with Irish Rail (CIE) to seek to resolve these concerns in advance on an Oral Hearing on the proposed scheme and to hopefully present an agreed outcome to the Board in respect of same.