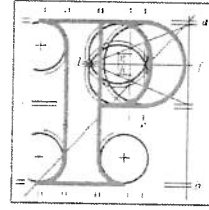


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Meath County Council
c/o Pádraig Maguire
Buvinda House
Dublin Road
Navan
C15 Y291

Date: 15 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 accept this letter as a receipt for the fee of €50 that you have paid.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Aisling Reilly
Executive Officer
Direct Line: 01-8737131

RA03

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Registration No.: 00172770

An Bord Pleanála,
64 Marlborough St.,
Dublin 1,
V01 V902.

AN BORD PLEANÁLA 10th October, 2024

LDG- _____
ABP- _____

14 OCT 2024

Fee: € _____ Type: _____
Time: _____ By: POST

Re: Submission on DART + Coastal North Railway Order Application ABP-320164-24 – Northern Line between Dublin City Centre & Drogheda including the Howth Branch¹

1.0 Introduction

I refer to a letter from An Bord Pleanála (ABP) dated 17th July 2024 regarding the above application, associated Railway Order Application documents and the details requested from Meath County Council (MCC) as set out in Appendices below.

Meath County Council (MCC) welcomes the proposed Railway Order (RO) Application for the proposed DART + Coastal North Project under Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended) lodged with An Bord Pleanála by Córas Iompair Éireann (CIÉ) and which includes a c.50km route extending from Drogheda to Dublin City Centre (north of Connolly Station)².

The wider DART + programme represents a significant investment in the Iarnród Éireann (IÉ) network, with DART + Coastal North representing the third of the DART + Programme packages. MCC also made a submission to An Bord Pleanála/ attended an Oral Hearing relating to the DART + West project and the Railway Order made on 18th July 2024 is welcomed.

MCC acknowledges the details outlined regarding the need for the project, which CIÉ has cited as the likely population growth by 2040 and the increased demand for travelling to work, education and services, its identification in the National Development Plan 2021-2030 to enable compact growth along public transport corridors, sustainable mobility, transition to low carbon and climate resilient society.

The proposal seeks to provide a sustainable, electrified, reliable and more frequent rail service with improved capacity to meet current and future demands, through the modernisation of existing railway corridors and replacing diesel trains with electric powered trains. It includes the electrification, re-

¹ <https://www.pleanala.ie/en-ie/case/320164> and www.dartcoastalnorthrailwayorder.ie

² The NTA (03/07/2024) confirmed Government authorisation for Approval Gate 1 for the DART + Coastal North element of the overall DART + Programme and NTA gave its consent to submission of the RO application.

signalling and other specific interventions to address constraints. A new fleet of trains will be procured by CIÉ. Customer capacity and train service frequency will be increased significantly which will facilitate more sustainable travel choices, reduce carbon impacts, improve quality of life and reduce road congestion.

It is anticipated that the project will increase customer capacity from circa 26,000 customers per hour per direction (2019) to circa 50,000-60,000 (peak) passengers per hour per direction under the National Development Plan investment and growth capacity potential to realise 70,000-80,000 (peak) passengers per hour per direction.

The project seeks to support existing communities along the railway, support future sustainable development and will serve all existing stations along the rail corridor and encourage people to migrate from use of private cars, which is supported by MCC and in its MCDP 2021-2027.

2.0 Development Proposal

As per the Public Notice, the key infrastructural elements of the project of relevance to/ passing through Co. Meath will comprise, as follows:

- Extension of existing 1500V DC electrification, which currently terminates at Malahide, as far as Drogheda MacBride Station (approximately 37km); which includes:
 - The installation of foundations, masts, and overhead wires to supply power to the railway;
 - Undertaking upgrades to existing signalling, telecoms, and power supplies to support the planned increase in train services, including the introduction of new electrical substations at key locations alongside the railway line at:
 - Bettystown;
 - Gormanston;
 - Undertaking improvements / modifications to bridges spanning the railway arising from track reconfigurations and/ or meeting required electrical clearances;
 - Undertaking localised bridge modifications to enable OHLE to be fixed to bridges carrying the railway; and
 - Modified railway boundary fences to protect the public from contacting the overhead line.
- Ancillary civils, utility diversions, drainage, and power work to cater for the changes.

While most of the works/ interventions will be within the existing rail corridor, the following works outside of the corridor are proposed:

- 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.

A complete development description is set out in Schedule 1 of the RO package and illustrated in the Works Drawings (Works Layout Plan Nos. 1-23).

In summary, the primary works in Co. Meath are proposed at Gormanston Substation, modification of UBB72 Laytown Viaduct, Bettystown Substation, Track lowering at OBB78 Colpe Rd. Bridge track

lowering works, OHL and SET line wide works including utility diversions, road overbridge parapet modifications to OBB78 and pedestrian overbridge modifications to OBB74A. 2 no. substations (no. 6 and 7) are proposed at Gormanston and Bettystown.

A RO confers powers to CIÉ to allow for the acquisition of land and other rights in relation to land to facilitate the construction, maintenance, improvement and operation of the railway or railway works. CIÉ submits that this has been assessed in the Environmental Impact Assessment Report (EIAR) that accompanies the RO Application under relevant legislation in this regard³. It is also accompanied by an Appropriate Assessment (AA) Screening, Natura Impact Statement (NIS) and a Site-Specific Flood Risk Assessment.

While CIÉ owns most of the lands associated with the application and existing rail lines, additional lands will be subject to a proposed CPO which includes land or rights in, under or over land or any substratum of land specifically in the Order.

Co. Meath is identified as 'Zone D' along the route, i.e. an area between Gormanston Station (Fingal border) and the Louth/ Meath border (boundary of Louth approximately 1.5km southeast of Drogheda MacBridge Station) which includes Gormanston and Laytown Stations.

The Planning Authority makes the following submission for the consideration of An Bord Pleanála with reference to Meath's strategic location, planning policy context, relevant planning policy, planning applications/ other projects, pre-planning discussions, development assessment, etc.

3.0 County Meath's Strategic Location

County Meath occupies a strategic location within the Eastern and Midlands Regional Assembly (EMRA) region, with 4 national motorways radiating through the County, enjoying strong transport links to the two largest cities on the island of Dublin and Belfast and critical connections to Dublin City and Airport.

It is part of the Metropolitan Area of Dublin and Bettystown, Laytown and Gormanstown are important coastal settlements adjacent to the proposed DART + Coastal North project and within the Belfast Economic Corridor. Co. Meath's proximity to Dublin gives a geographic advantage, enabling it to positively contribute to the economic gateway. Laytown features 1 of 12 Strategic Employment Sites in the County (see Figure 1), comprising 13ha adjacent to Laytown Rail Station and the wider area/ urban cluster of Laytown-Bettystown-Mornington-Donacorney has a population of 15,642 proximate to the rail line.

Despite its many advantages, Co. Meath's deficit in public transport provision has resulted in persistent outbound commuting, highlighting the need for investment in significant public transport projects such as the DART + projects and investment in smaller scale active travel walking and cycling projects⁴ to reverse the modal share and increase sustainable travel. In this regard, the issuing of the Railway

³ Section 43(2A) of the 2001 Act (as amended) and substituted by the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743 of 2021).

⁴ The Active Travel Department of MCC is also continuing to deliver annual active travel initiatives and projects across the county.

Order for DART + Coastal North is welcomed by MCC and will have a positive and major impact on east Meath.

The DART + Coastal North and the DART + West, in conjunction with a future Navan Rail Project to extend commuter services via a dual track line and the existing single line freight only train line from Navan to Drogheda, has the potential to significantly enhance the attractiveness and competitiveness of Co. Meath generating further economic growth and employment creation as it transitions to a sustainable and innovative Green Economy. It will enhance the quality of life for the people of Co. Meath and future residents on new residentially zoned land; facilitate the achievement of the transport goals of the County and underpin its strategic location and potential for expansion.

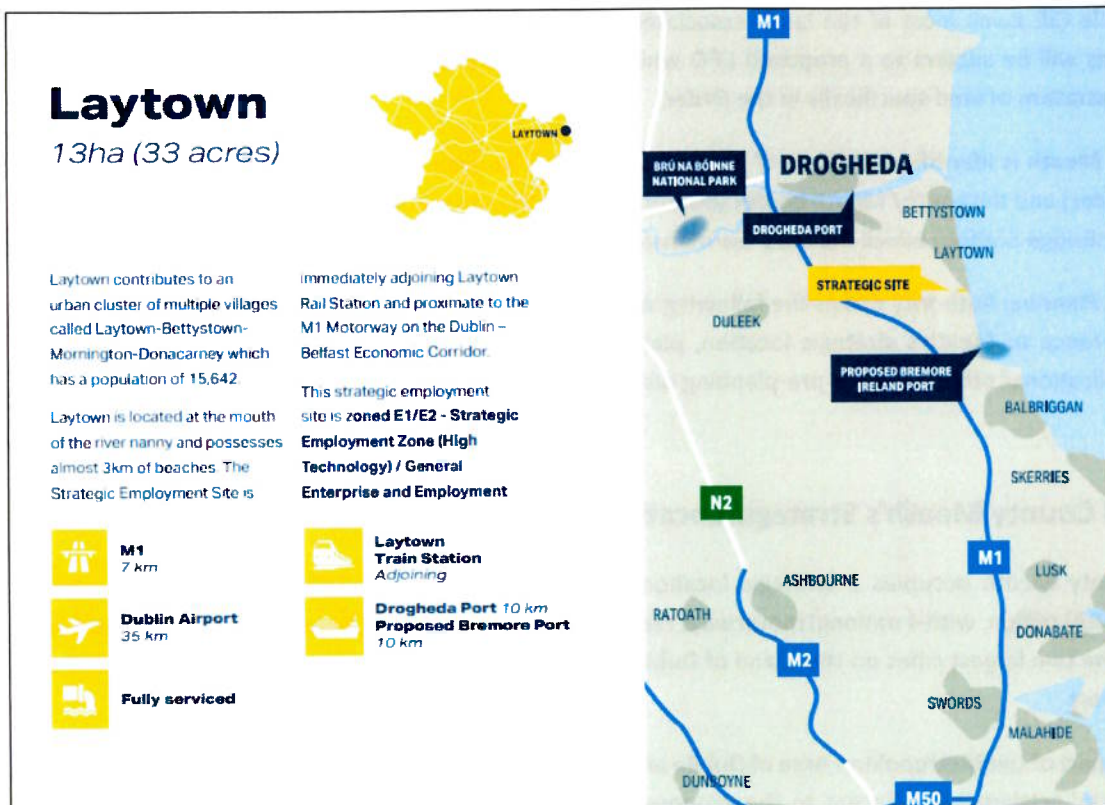




Fig. 1: Laytown Co. Meath – Strategic Employment Site along the Railway Line⁵

4.0 Planning Policy Context

It is acknowledged that An Bord Pleanála will consider matters listed in Section 143 of the Planning and Development Act 2000-2022, including (central and local) government policies and objectives, the proper planning and sustainable development of cities, towns and other areas and the strategic economic or social importance of the project, etc. The proposed development is supported at national, regional and local planning policies and objectives and documents, including the following:

- **European – TEN-T Connecting Europe Facility Programme.**
- **National – Project Ireland 2040: National Planning Framework⁶ and National Development Plan** with particular focus on NSO 1 Compact Growth, NSO 2 Enhanced Regional Accessibility, NSO 4 Sustainable Mobility, NSO 8 Transition to a Low Carbon and Climate Resilient Society. The expansion and improvement of the DART is critical to Ireland’s competitiveness and Dublin’s continued performance and is also identified as a key future growth enabler and supporting mobility.
 - *Other* - Climate Action Plan 2024, National Investment Framework for Transport in Ireland 2021, All-Island Strategic Rail Review July 2024, Rail Freight 2040 Strategy.
- **Regional – Eastern & Midlands Regional Assembly: Regional Spatial and Economic Strategy⁷** which supports the proposed project. Of relevance are Sustainable Settlement Patterns, Compact Growth and Urban Regeneration, Healthy Communities, Integrated Transport and Land use, Support the Transition to Low Carbon and Clean Energy and A Strong Economy Supported by

⁵⁵ <https://www.meath.ie/system/files/media/file-uploads/2024-03/Strategic%20Sites%20Brchure%20PDF.pdf>

⁶ <https://www.npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf>

⁷ <https://www.emra.ie/rses-download/EMRA-RSES.pdf>

Enterprise and Innovation - RPO 4.33, 4.34, 4.35, 5.1, 5.3, 8.8 (projects which include the DART expansion programme)

- *Other* – Transport Strategy for Greater Dublin Area 2022-2042, Greater Dublin Area Cycle Network Plan 2023.

Section 5.5.3 of the *Planning Report* which forms part of the Railway Order documentation refers to Meath County Development Plan (MCDP) policies, however it is limited and An Bord Pleanála are invited to consider the following range of policies and objectives, pertinent to this project, in its assessment:

- **Local – Meath Co. Development Plan 2021-2027⁸** – CS OBJ 1, CS OBJ 12, CS OBJ 13, CS OBJ 14, CS OBJ 15, CS OBJ 16, ED POL 3, ED OBJ 1, ED OBJ 2, ED OBJ 3, ED OBJ 52, ED OBJ 55, MOV POL 1, MOV POL 3, MOV POL 4, MOV POL 5, MOV POL 9, MOV POL 11, MOV OBJ 4, MOV OBJ 6, MOV OBJ 7 and MOV OBJ 10.

Therefore, the proposed project aligns with the national, regional and local planning policy. An Bord Pleanála may wish to consider any updates to the National Planning Framework, following the ongoing review. Of the local policies noted above, the following are particularly pertinent:

- **CS OBJ 15** - To continue to promote economic development of the Dublin-Belfast Economic Corridor.
- **MOV OBJ 4** – It is the objective of the Council to improve, in conjunction with the NTA and Irish, facilities at existing stations.
- **MOV OBJ 6** - To facilitate and encourage the upgrading of existing railway stations, and protect, as required, lands necessary for the upgrading of existing railway lines or stations or the provision of new railway stations throughout the County.
- **MOV OBJ 7** - To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail.
- **ED OBJ 10** - To explore the feasibility of a train station in conjunction with Irish Rail and Louth County Council as part of the Joint Urban Area Plan.
- **ED OBJ 52** - To support the development of industrial, manufacturing, distribution, warehousing, technology and campus style office-based employment on the strategic employment lands to the northern side of the R150, immediately west of Laytown rail station. Enterprise and employment proposals shall be developed in tandem with park and ride facilities and enhanced pedestrian connectivity between the rail station and the residential development further north in Laytown all to facilitate the development of a sustainable live work community in order to address outbound commuting from the Laytown/Bettystown area.
- **ED OBJ 55** – To facilitate the provision of a new Park and Ride Facility at Laytown Train Station in conjunction with the National Transport Authority and Irish Rail.
- **Section 4.7** - ..Strategic Employment Sites.... Laytown, lands adjacent to Laytown Train Station (existing employment land, additional lands identified).

⁸ <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2>

The Written Statement associated with the MCDP are also relevant, as follows:

- **Bettystown-Laytown-MorningtonEast-Donacarney Written Statement**⁹ – Section 4.3 refers to the need for the links between residential areas and Laytown Rail Station to be enhanced, with lands identified for a Park and Ride Facility adjacent to the station and its potential to reduce on street parking and improve traffic flow and circulation in the vicinity of the train station. This section highlights the benefits of this Railway Order project to increase frequency of services and that it would allow for the construction of a rail station at Bettystown as part of these upgrades which would be of significant benefit to the local population/ adjoining residential areas and improve access to rail services for commuters, encourage sustainable modes of transport. Relevant objectives and policies are:
- A strategic employment site has been identified on the lands adjacent to the rail station in Laytown and a park and ride facility will form part of the future development of these lands. seeks:
BLMD OBJ 3 - To provide for the development of industrial, manufacturing, distribution, warehousing, technology, and campus style office based employment on the western side of Laytown rail station. Enterprise and employment proposals shall be developed in tandem with park and ride facilities and enhanced pedestrian connectivity between the rail station and the residential development further north in Laytown all to facilitate the development of a sustainable 'live work' community.
- **BLMD OBJ 6** - To facilitate the provision of a new car parking facility at Laytown Train Station in conjunction with the National Transport Authority and Irish Rail (see OBJ 2 on the Land Use Zoning Map).
- **BLMD OBJ 7** - To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail (see OBJ 1 on the Land Use Zoning Map).
- The MCDP 2021-2027 Zoning Map identifies *Zoning Map Objective (OBJ 1)* and *Objective (BLMD OBJ 8)* in the Written Statement seeks:
BLMD OBJ 8 - To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail (see OBJ 1 on the Land Use Zoning Map)¹⁰.

ABP are invited to consider the 'Movement' *Objectives (BLMD 6-14)* as they interact with other plans and programmes such as road projects, a new car-parking facility at Laytown Train Station (*OBJ 2 on Zoning Map Objective*), the facilitation of a new train station at Bettystown (*OBJ 8*) and new walking and cycling infrastructure and traffic calming measures.

- **Southern Environs of Drogheda Written Statement**¹¹ - Section 3.0 states that South Drogheda has been identified as a strategic employment centre in the Meath Economic Development Strategy due to the strategic location of the area along the Dublin-Belfast Economic Corridor and its

⁹ <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/bettystown-laytown-mornington-east-and-donacarney-east-meath>

¹⁰ <https://consult.meath.ie/en/consultation/meath-adopted-county-development-plan/chapter/bettystown-laytown-mornington-east-and-donacarney-east-meath>

¹¹ <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/southern-environs-drogheda>

connectivity between Dublin City Centre and Airport via road and rail links.... A Strategic Housing Development of 250 residential units has also been granted permission in Bryanstown.

- **Other** - ABP is also referred to the Bettystown Walking & Cycling Study Preliminary Scheme Design Report (ARUP, 2014).

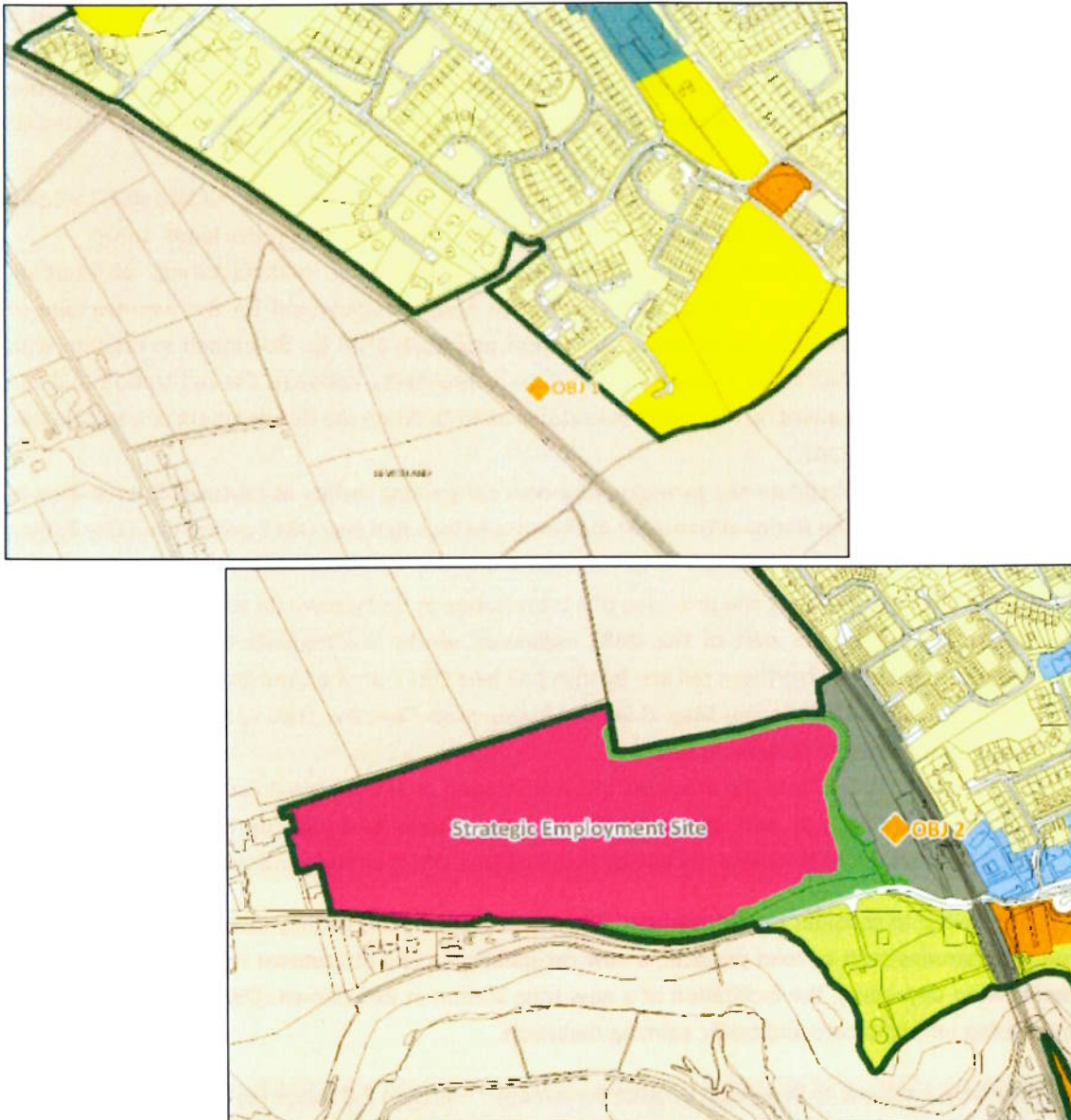


Fig. 2: Land Use Zoning at Bettystown (OBJ 1) & Laytown (OBJ 2) (MCDP 2021-27)

5.0 Relevant Planning Applications/ Other Projects

A list of relevant planning applications in the vicinity of the application site and existing rail infrastructure have been provided in the Appendices. These include, for example, AA S5 2047 which

was a *Section 5 Exemption Cert* issued to Iarnród Éireann at Gormanstown Railway Station on 23/09/2020 granted for the provision of a mobility impaired access structure application (MIAS).

The *North Irish Sea Array* (offshore wind array project), which is the subject of a Strategic Infrastructure Development (SID) application includes a proposal to tunnel under the rail-line at Bremore (ABP-319866-24) (see *Figure 3*) to the south of Co. Meath. There is also a proposal for a new *multi-modal energy port and innovation district at Bremore* which was initiated in 2019. The ambition of the project proponent is to submit a planning application by 2026/ 2027¹².



Fig. 3: Proposed NISA Substation & Compensation Substation Site at Bremore (Fig. 5 EIAR NTS)

As per the report from the Transportation Department of Meath County Council (MCC), MCC and Louth County Council have entered into a Section 85 agreement to provide *Active Travel infrastructure* along the R-132, between Drogheda Town Centre and South Gate. The existing road cross section at the rail overbridge on the R-132 adjacent to McBride Station is too narrow to facilitate the vehicular traffic and the active travel scheme. An Bord Pleanála are invited to consider this issue in its assessment of the RO application.

6.0 Pre-Planning Consultation

In 2023, the Planning Authority provided comments in relation to EIA Scoping for the DART + Coastal North project and recommended photomontages locations (at the request of IÉ). MCC staff also attended meetings as noted in the Planning Report (Section 4.1 on Consultation).

MCC comments regarding EIA Scoping related to the need for direct, indirect and cumulative effects, construction, operation and demolition, alternatives, mitigation and monitoring, integration of the details in the AA and flood risk assessment into the EIA process and design, consultation, traffic

¹² <https://bremoreirelandport.ie/project/>

management, noise and air quality impacts, biodiversity and the spread of invasives, protecting hedgerows and trees, European Sites, consultation with IFI and impact on aquatic biodiversity, County Geological Site from Laytown to Gormanston, quarries in the vicinity of the application site, the need to remediate contaminated land associated with the existing rail line, historic use, flooding issues along the route, including impact of works on groundwater or the increase of flood risk elsewhere – noting the flood zones in Briarleas, Ninch and Ministown Tds., impacts on water service infrastructure (i.e. consultation with Uisce Éireann) and a range of other infrastructure (material assets) in the vicinity, use of nature based solutions to manage surface water runoff, addressing leaks/ discharges due to operation of the rail line, CEMP including dust suppressions, benefits from the replacement of diesel trains with electric trains, consideration of the National Climate Action Plan 2024 and Guidance on Climate Change and Biodiversity into EIA, consideration of protected views, landscape character and visual impact, the zoning objectives in the MCDP including the provision of a new rail station at Bettystown, a new Strategic Employment Sites at Laytown, impact on the Pedestrian Bridge at Laytown (P805010), requirements of the Waste Management Directive and associated Irish legislation, cultural heritage assets, the consideration of any Seveso II sites and impacts of the decommissioning phase.

While the MCDP 2021-2027 has an objective to seek the delivery of a train station at Bettystown as part of the DART expansion works; it is acknowledged that this does not from part of the current proposal. During meetings with the applicant, MCC advised IÉ that the location of the proposed substation in Bettystown must not compromise the future achievement of the MCDP objective.



Fig. 4: Proposed Substation at Objective 1 (Bettystown Zoning Map) - Photomontage (Vol. 3B EIAR, p.36)

In particular, the layout/ location of the substation should not detrimentally affect an optimal layout for a train station. The applicant was requested to consider the visual impact of the substation within the site, particularly its location at a likely future permanent entrance to the site and the impact of its positioning along the track as it relates to passenger safety and its effect on passive supervision where people would alight/ access the train track/ train. The careful consideration of access for both construction and future pedestrian/ cycling/ vehicular access was also advised. A proposal to access the substation during its operation (with vans, HGVs, etc.) via an existing residential estate was not acceptable to the Planning Authority and the applicant was advised that a safe permanent (pedestrian, cyclist, vehicular) access would be required for a future station. The access proposal does not form part of the RO Application.

MCC requested that the applicant provide an indicative layout to broadly illustrate/ demonstrate that the MCDP objective could be achieved at a later stage. The details provided were not sufficient to

enable MCC to determine whether the objective could be achieved. Thus, further details were requested.

CIÉ lodged the Order Application to ABP on (12/07/2024) which was the same date that revised proposals with a new indicative layout were issued to MCC. The applicant proposed a temporary access off the Narrowways Rd. for construction traffic at the location illustrated in the photomontage below (Fig. 5) and a proposed permanent (pedestrian, cyclist, vehicular) access road connecting to the Narrowways Rd. (L-5632), noting that the extents that are reserved for future station access in existing planning applications, stating that this demonstrates that the proposed substation does not preclude the design of road geometry compliant with current standards, should the provision of access, serving a new station be required in future. MCC has not responded to the applicant on the live application to An Bord Pleanála.



Fig. 5: Proposed Construction Access via Narrow-ways Rd - Photomontage (Vol. 3B of EIAR, p.36)

7.0 Site Location and Description

The railway line in Meath travels in a northern direction close to the coast of Co. Meath, veering north-west towards Drogheda from Julianstown onwards. There are existing stations at Laytown and Gormanston. Zoning objectives/ mapping along the route of the project are identified in the RO (SID Application), in Co. Meath as follows:

- A1 – Existing Residential
- A2 – New Residential
- B1 – Commercial Town or Village Centre
- E1/E2 – Strategy Employment Zones (High Technology Uses)/ General Enterprise & Employment
- F1 – Open Space
- G1 – Community Infrastructure
- RA – Rural Area
- TU – Transport and Utilities
- WL – White Lands

Existing land use is predominantly the existing rail line (within the existing railway boundary) with some offline works for new infrastructure on private and public lands. Lands include amenity, agricultural, residential, business and industrial, educational, public road, etc. The proposed use is an electrified railway line with associated infrastructure.

The majority of the landscape along the Irish Sea is categorised in the Landscape Character Assessment for Co. Meath (part of the MCDP) as the Coastal Landscape (no. 18 Coastal Plains), with 'moderate value' and 'high sensitivity', however it is divided by an area associated with and adjoining the Nanny River which flows to the coast known as no. 2 Nanny Valley River Corridor and Estuary which has a 'very high value' and 'high sensitivity'. In this regard, ABP are directed to the following link below for further information on these character areas and capacities¹³. The LCA identifies 'railways' as 'low impact development'.

Within this area are several *Protected Views and Prospects*¹⁴, which ABP are invited to consider, particularly No. 65 and no. 75, as follows:

View	Location	Direction	Description	Significance
65	Laytown Strand	North	Distinctive View northwards along the shore from Laytown.	Regional
75	Boyne Estuary view from coast road between Mornington and Drogheda (past Grammar School)	North	Expansive views of the Boyne Estuary with associated long views and open skylines. Prospects towards Beaulieu are included. This view is typical of many such views along this road.	Local
70	R108 between Naul and Mullaghteelin	East	Extensive view to east and sea from junction of local road with R108	Regional
71	County road off R108 at Snowtown	South East	View at gate along hedgerow of extensive tillage landscape, visible settlement and infrastructure.	Regional
60	Obelisk Bridge at Oldbridge	Northwest	View west from south of Obelisk Bridge is selected as typical of the quality of local visual amenity at this location. A site of considerable scenic and historic significance. Site of Battle of Boyne.	International
61	Hill at Graveyard at Sheephouse	North, East and West	Expansive view of settled lowland with extensive urbanisation and industry visible to the east and north. Views to the north are extensive and encompass important cultural landscape of significance. Much woodland to north and west	National
66	County road between Duleek and Carnes East	South West, West, North West and North	Panoramic views from south west to north. South West - Very distant horizons visible. Views to north and west - very compromised by industry and urbanisation.	Regional

¹³ <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/a05-landscape-character-assessment>

¹⁴ <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/a10-protected-views-and-prospects>

<https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/map-86-views-prospects-references>

<https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2/chapter/map-86-views-prospects>

67	County road between Carnes West and Carnes East	South West	Very long distance views to south west and west across open tillage landscape with occasional settlement and very large fields. View provided is typical. There are similar views from many equivalent vantage points in this general area.	Regional
68	County road between Bellewstown and Carnes East	South	Extensive views across predominantly agricultural countryside Telecom and electricity infrastructure visible.	Local
69	County road at Bellewstown	North East	Extensive north-eastward view to sea, Mourne Mountains and horizon north of Boyne. View encompasses a settled landscape with industry, infrastructure, settlement and sea to the east. Views to north and east most important.	Regional

There are several (c. 12 no.) public rights of way identified in coastal areas of the county adjacent to the rail line¹⁵. A Geological Heritage Area covers much of this area of Co. Meath along the coast stretching from south of Gormanston to north of Julianstown (MH008 GSI County Geological Site *Laytown to Gormanston* IGH described as “Coastal Plains, including sea cliffs – flat to gently undulating glacial outwash plain of sandur gravels”).¹⁶

No Tree Protection Orders are listed for this area. Quarries close to the rail line include MCC Ref: QY44 at Gormanston, Co. Meath which has been used as a motocross track for 15+ years and QY143 at Irishtown, Gormanston.

The site is not located within the Brú na Boinne World Heritage Site or associated buffer zone, but in Co. Meath, there are several recorded archaeological monuments/ national monuments in the vicinity of the rail-line as illustrated on <https://heritagedata.maps.arcgis.com/> including several megalithic tombs and ringforts - raths. It is noted that there are holy wells in Irishtown (Td.) (ME028-063----) and Corballis (Td.) (ME028-064----) and on the rail line at Colp West there are several monuments identified including ME020-043001, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and among them an enclosure and souterrain.

Two RPS structures are located along the existing line, as follows:

- RPS: 91073 (NIAH Ref: 14402801) Laytown Corballis, Railway Viaduct – multiple-span cast-iron railway bridge, built c. 1850. Pairs of cast-iron columns supporting bridge with cast-iron parapet railings. Regional Rating. Architectural, Technical Interest.
- RPS: 91072 (NIAH Ref: 14319002) Ninch, Laytown Station Masters House – is of Regional Importance and comprises detached three-bay two-storey station master’s house-built c. 1847, with a single-storey projecting entrance porch. Pitched tile roof with two rendered chimney stacks and cast-iron rainwater goods. Regional Rating. Architectural, Artistic, Technical Interest.

¹⁵ [https://consult.meath.ie/en/system/files/materials/7447/Map%208.5 Public%20Rights%20of%20Way%20Locations.pdf](https://consult.meath.ie/en/system/files/materials/7447/Map%208.5%20Public%20Rights%20of%20Way%20Locations.pdf)

¹⁶ [https://consult.meath.ie/en/system/files/materials/7447/Map%208.4 Geological%20Heritage%20Sites.pdf](https://consult.meath.ie/en/system/files/materials/7447/Map%208.4%20Geological%20Heritage%20Sites.pdf)

- RPS: 90723 Colp West, Drogheda, South Environs of Drogheda - Out Buildings, attached to Stameen House, an 1870 Victorian House just over the Louth Border.
- RPS: 91050 Gormanston, Knocknagin Viaduct - Railway viaduct - Knocknagin Viaduct is an iron rail bridge over the estuary of the River Delvin. Built circa 1844 as part of the Dublin-Drogheda Railway, with Sir John MacNeill as Engineer. Protected on Dublin side.

The following National Monuments are located along the route:

- ME02919 – Ritual Site – Holy Well (SMRS: ME028-063---) in Irishtown (ED Julianstown)
- National Monuments – ME02384, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74 at Colp West – Souterrain, Kiln, corn-drying, burial, excavations – miscellaneous, ringfort – Rath, enclosures, etc.

Co. Meath NIAH records on the train line are as follows, as per <https://heritagedata.maps.arcgis.com/>:

- 14322016: Gormanston Railway Station: railway station;
- 14322017: Gormanston Railway Station: station master's house;
- 14322018: Gormanston Railway Station: store/ warehouse;
- 14402801: Bridge (over the River Nanny at Laytown)
- 14319002: Laytown Railway Station: station master's house
- 14319001: Laytown Railway Station: railway station

An Architectural Conservation Area (ACA) is associated with Victoria/ Netterville Terrace (Laytown) to the east of the railway line (but is *not* affected by the current proposal).

Dublin Airport Safety Zones are not applicable to this area; however, Laytown Airstrip is in the townland of Ministown, close to Bettystown.

The Delvin River marks the boundary between Co. Meath and Fingal, Co. Dublin. Sections of the line have flooded, as identified in the application form. Flood zones are present in the townlands of Briarleas, Ninch and around the River Nanny at Laytown and Ministown along the existing route of the rail line.

Other locations of note along the route of the rail line in Zone D are:

- *Gormanston Army Camp* – adjacent to and extending to the rail line. Gormanston ranges are located immediately east of the rail line, just to the north-west of the Camp.
- *Mosney Village International Protection Accommodation Service Centre* is located adjacent and extending to the rail line, to the north of the army camp ranges in the townland of Mosney.
- *Laytown Pitch and Putt* in the townland of Corballis and immediately south of Laytown.
- *Gormanston Train Station* north of the boundary with Co. Dublin and Co. Meath.
- *Laytown Train Station* and associated Viaduct to the south of Laytown.
- *Site of Future Rail Station at Bettystown* – (as per MCDP)

European Sites within the vicinity of the application area, are as follows:

- 004236 North-West Irish Sea SPA

- 001957 pNHA and SAC Boyne Coast and Estuary
- 004080 Boyne Estuary SPA
- 000554 Laytown Dunes/Nanny Estuary pNHA
- 004158 SPA River Nanny Estuary and Shore SPA
- 004014 Rockabill SPA,
- 000207 pNHA Rockabil Island
- 003000 SAC Rockabill to Dalkey Island SAC
- 002000 Loughshinny Coast pNHA
- 002299 River Boyne and River Blackwater SAC
- 004232 River Boyne and River Blackwater SPA

South

- 001218 NHA Skerries Islands NHA
- 004122 Skerries Islands SPA

North

- 001459 Clogher Head SAC and Clogher Head pNHA

8.0 Key Details of the Application

A Planning Report submitted with the application presents an overview of the project, the legislative requirements, consultation undertaken and planning policy context. It refers to increasing population as forecasted and the necessary infrastructural investment to support the implementation of the National Planning Framework (NPF) and the purpose of this project to incrementally improve capacity and deliver longer-term capacity necessary across the network. It refers to the origins of the project in the early 1970's. Various iterations of the project informed the package including in the NPF and National Development Plan 2018 – 27 and NDP 2021-2030 with DART + Coastal North representing the third programme package to be lodged with ABP for RO approval.

Of particular interest to Co. Meath is both this project and the recently approved DART + West – c. 40km extending from Maynooth and M3 Parkway stations to Dublin City Centre. The report refers to the delivery of the project as supporting existing communities along the railway and the support of future sustainable development and will serve all exiting stations along the line. It is stated that:

“the frequency and quality of service will provide a viable transport alternative to communities along the route and help encourage people to migrate from private car use. This will assist Ireland in reducing greenhouse gas emissions from transport and help combat climate change”.

The ‘General-Arrangements-Combined’ document provides typical details for fencing, as follows:

- Palisade fencing and panels (at various heights – 900-2.4m)
- Timber post and wire fence (at a height of 1.3m)
- Concrete post and wire fence (at a height of 1.5m)
- Paladin fence extension to masonry wall (at an overall height of 1.8m)

It also provides typical details for Overhead Line Equipment (OHLE) details which indicate a maximum height of 8 metres are as follows:

- Steel mast baseplate;
- pile foundation (as shown) or ground bearing pad for OHLE Mast;
- steel section mast;
- earth wire;
- span wire;
- contact wire; and
- catenary wire.

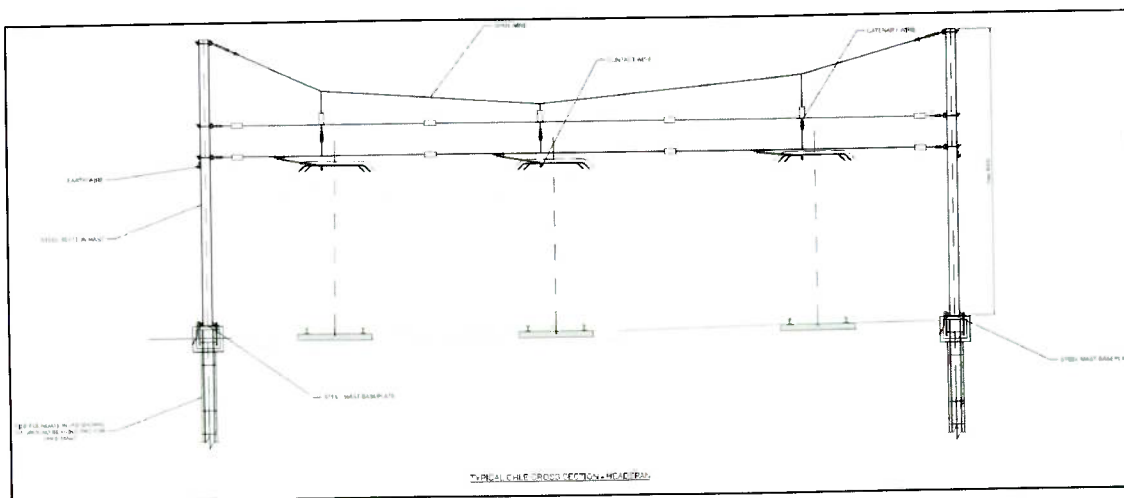


Fig. 6: Typical OHLE Cross Section - Headspan

Overhead line equipment (OHLE) is proposed at regular intervals along the route of **Zone D** as part of the proposed **Linear Works** (South of Gormanston Station (Fingal border) to Louth/ Meath border). Cable ducts are proposed in the platform close to/ vicinity of Gormanston Station, at Mosney Camp Station and Laytown Station. There are no 'elements to be removed' identified along this stretch of the route.

Drawings identifying the specific proposals along the route form part of the application.

- **View from South Co. Meath towards Bremore - Chainage 17.24 – 27 (refer to Figure 15.3.38.2 EJAR Vol 3B Photomontages)**

It is proposed to provide access off the R-132 in Bremore (west of the rail track and Bremore Bay Beach) across agricultural fields to a new substation and compound adjoining the rail line, which adjoins existing playing pitches. **It is not considered that any visual impact will arise in Co. Meath because of this proposal.** Existing agricultural/ cattle accesses points are identified along the route in Zone D.

- **Gormanston Viaduct - Chainage points 18.04 – 14 (refer to Figure 15.3.39.1 (and 15.3.39.2 EJAR Vol 3B Photomontages)**

The rail line crosses from Co. Dublin to Co. Meath at the Gormanston Viaduct over the Delvin River – called Zone D. This includes Gormanston Station. A compound and access points are proposed to the south of same, using private access point (east) to the compound and a new access point (west). Most of the work involves electrification in the existing corridor. **This will present a change to the localised change to the landscape.** MCC's Conservation Officer notes that this is a

Protected Structure (91050 – Knocknagin Viaduct) constructed in 1844 and notes that there do not appear to be any proposals to modify the parapet or viaduct.

- **Gormanston Substation and North of Gormanston Station - Chainage points 18.15-17**

A site layout plan has been provided for the proposed Gormanston Substation and it is proposed to remove an area of vegetation to the north of it. Elevations indicate that the proposed height of the associated structure is 4.3-4.73m and a length of 44.7m broken up into 29m and 15.6m with a side elevation of 11.3 – 11.31m. A potable water supply is identified on drawings, changes to existing ground profile, increasing by c. 1 metre adjoining a proposed 2.4m high green palisade fence and incorporating an infiltration basin bound by 1.1m high fencing. Overhead and underground electricity cables with a possible surface water pipe (disused) discharging to the sea located to the south of site. A site drainage layout has been provided for this location.

A compound is proposed to the north of Gormanston Station and it is noted that there is an existing natural gas installation (part of the Scotland to Ireland second gas interconnector project) to the west of same.

ABP are advised that the Army Camp runway is located between Chainage 18.18 and 18.19 and may wish to consider any related comments by the Dept. of Defence, DAA, IAA, etc. regarding the OHLE or other works within the application site, etc.

- **Gormanston Army Camp and Ben Head Access Road - Chainage points 18.19 – 23 (refer to Figure 15.3.41.1 - 15.3.43.2) EIAR Vol 3B Photomontages)**

The EIAR (Section 4.2.5.2 Interventions at Bridges and Structures) states that some modification works to bridges to accommodate the introduction of the OHLE equipment are required which includes road overbridge parapet modifications for compliant safety standards to OBB68 (Local access adjacent Gormanston Camp).

It is proposed to modify a parapet at Gormanston Army Camp on the Irishtown Road, raising the overall height by 450mm to incorporate a steel frame with a galvanised woven wire mesh infill to an overall parapet height of 1.8m. This applies on both sides of the existing bridge parapets on either side of Irishtown Road.

A substation and construction compound are proposed on third party lands along the access road to Ben Head, immediately south of the access road and an existing farmhouse and farmyard/ agricultural enterprise. **It is also noted that it is proposed to demolish an existing structure, but no further details are provided. ABP are referred to the comments of MCC's Archaeologist who noted the lack of a building assessment and mitigation. It is recorded on the 1939 Cassini map. There is a WWII / Emergency Pillbox attached to the Irishtown Bridge ITM 717346, 768200 OBB68 / BH-123 - This Pillbox is not mentioned in the text and fixings are proposed to this bridge parapet. The WWII / Emergency Pillboxes in/ around the Boyne Valley are a Heritage feature, and many are Protected Structures. This Pillbox and other Pillboxes/ Vernacular Architecture should form part of the Architectural Assessment with mitigation proposed where relevant.**

The EIAR (Section 4.2.5.4 Gormanston Substation) identifies this area as the north-east corner of the Gormanston Camp airfield, between the public road and the camp wastewater treatment

plant. There is an existing bridge over the railway and block walls to the north of the proposed compound. An existing hedge runs along the southern boundary of the compound which although reasonably mature, has been cut low and **could assist with assimilation of this type of development at this location and it is positioned close to existing buildings/ vegetation.**

The finish proposed for the substation is cement rendered finish on all elevations with pressed metal roof sheeting, keeping the same architectural finishes as the existing IÉ substations. IÉ green palisade fencing will secure the substation, and a newly planted hedgerow will screen the fencing and substation building. A new vehicular access is proposed from the minor public road (Irishtown Road). This new access road will be typically 5m wide, with shared access gates to allow the Department of Defense to make use of the existing track (as per EIAR (Section 4.2.5.4 Gormanston Substation)).

- **St. Colmcille's Playing Pitches to Laytown Viaduct - Chainage points 19.04 – 19.18 (refer to Figure 15.3.44.2) EIAR Vol 3B Photomontages)**

Construction compounds are proposed to the south of Laytown on G1 zoned lands and another west of the rail line in the Rural Area. Compounds on St. Colmcille's playing pitches and across both sides of the road; or land along the coast/ shore which may be subject to coastal flooding (in/ adjoining a Flood Zone A). ABP are invited to consider the impact on the Laytown Viaduct and the coastal dune system or landbank, particularly where compounds are proposed adjacent to L-16167-0 (seaward side) for the purposes of working on the Laytown Viaduct, noting the findings of the Strategic Flood Risk Assessment submitted with the application. **MCC's Environment (Flooding and Surface Water) Department) has stated that from a flooding perspective, there are no issues, and the proposal is acceptable. ABP may wish to consider if measures are required to prevent soil erosion at this location.**

- **Laytown Viaduct to Laytown Train Station - Chainage points 20.01 – 20.12 (refer to Figure 15.3.45.1- 15.3.48.2) EIAR Vol 3B Photomontages)**

The EIAR (Section 4.2.5.2 Interventions at Bridges and Structures) states that some modification works to bridges to accommodate the introduction of the OHLE equipment are required which includes the support of OHLE masts on Laytown Viaduct. The EIAR (Section 4.2.5.2) states that some modification is required at the Pedestrian footbridge parapet modifications for compliant safety standards to oOBB74A (Laytown Station footbridge).

Bridge parapet modifications are proposed at Laytown Station and this includes the replacement of an existing panels with new painted galvanised steel (panel) and a steel plate extension to the top of the existing parapet to achieve 1.8m minimum parapet height over the OHLE wiring. The lower portion is stated as a proposed solid up to a height of 1.2 m minimum above the adjacent walking surface and the remaining panel height fabricated with IP2X compliant perforations. Repair/ replacement of existing plates/ bolts are proposed where necessary.

Specific details were set out for Laytown Viaduct for OHL where steel structures are proposed to be bolted to existing columns/ transverse beams. The height of same is not stated but c. 7m potentially separated by 54.835m across the span of the bridge. **The Conservation Officer has advised that in order to make an informed assessment as to the effect on the existing Laytown**

Viaduct Structure, detailed drawings illustrating the proposed method of attaching the new poles to the existing structure is required (with reference to 02-Volume 3B Photomontages - Figure: 15.3.45.2); and notes that plans do not indicate any proposed parapet or viaduct modification works to Gormanston / Knocknagin Viaduct.

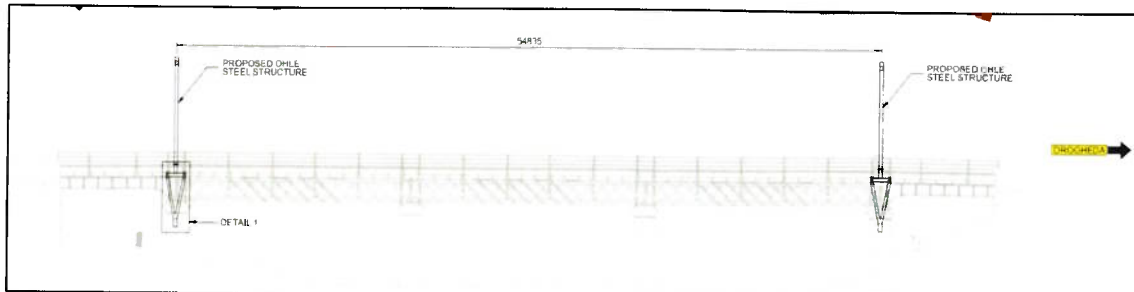


Fig. 7: Proposed changes to the Laytown Viaduct

The access road immediately south of the Viaduct is very narrow and hazardous for 2 cars to pass each other. This will have a knock-on effect on construction vehicle access; and a safe road management system will need to be put in place. This area is used by pedestrian and local amenity users accessing Laytown Pitch and Putt Club, Laytown United SFC, St. Colmcille's GAA Club.

To the north side of the viaduct, additional substations are proposed with one in a H1 - High Amenity areas and Flood Zone A; and another north of existing Laytown Station carpark (west of rail line) and a public open space associated with a housing estate (Alverno Heights) on the east of the rail line. The upper area (west of the rail line) is zoned TU – Transport & Utilities. Parapet modifications are also proposed. The area of public open space associated with the Alverno Heights Housing Estate is partially overlooked by apartments in another development (Beach Grove) but is not directly overlooked by the adjacent residential development (i.e. there are no side windows in the adjoining houses). ABP are requested to include conditions ensuring that the public open space is fully restored. It is not considered appropriate to seek a planning gain at this location (e.g. for the provision of social infrastructure such as play equipment, etc.) due to the lack of passive surveillance at this location but ABP may wish to consider an appropriate alternative elsewhere for the benefit of this residential scheme. It is recommended that the impact of construction activities at this location on existing residences is mitigated by on-site Communications Officer and Complaints Register.

- **Bettystown Substation - Chainage points 20.15 – 20.18 (refer to Figure 15.3.50.1- 15.3.51.2) EIAR Vol 3B Photomontages)**

A substation site layout/ site services layout has been proposed for Bettystown Substation to the north at the site of the proposed future Train Station (as per MCDP objective for the future provision of a rail station) on third party lands. The site is currently unzoned (RA) but adjoins A1 – Existing Residential zonings and the Ardmore Housing Estate. A construction compound is also proposed. A layout design includes SuDS pond, access road, some landscaping, an ESB substation building, parking spaces, IÉ substation building, etc. Access to the substation is proposed via a 5m wide road from the Narrowways Road to the north-west of the site adjoining the Ardmore Housing Estate.

The substation building design mirrors other proposals with a height of 4.3 – 4.7m and a length of 44.7m broken up into 29m and 15.6m with a side elevation of 11.3 – 11.31m. The finish proposed for the substation is a cement rendered finish, pressed metal roof sheeting, keeping the same architectural finishes as the existing Iarnród Éireann substations (as per EIAR). It is proposed to provide 2.4m high green palisade fencing around the new structure and a proposed hedgerow will screen the fencing and building (Section 4.2.5.5 Bettystown Substation). Existing nearby foul drainage and a proposed potable water supply are indicated on a site services layout drawing.

ABP are invited to consider the comments of the Transportation Department of Meath Co. Council in relation to this proposal; ensuring that future access to the site can be accommodated so the objective of the adopted MCDP can be achieved.

- **Construction compounds to the south of the Colpe Rd. and Park Wood Housing Estate - Chainage 21.05 – 21.16 (refer to Figure 15.3.52.1-15.3.53.2) EIAR Vol 3B Photomontages)**

The EIAR (Section 4.2.5.1 Permanent Way) refers to track modifications required on the vertical alignment (track lowering) under road bridge OBB78, carrying Colpe Road, to achieve safe OHLE wire Clearance. The EIAR (Section 4.2.5.2 Interventions at Bridges and Structures) states that some modification works to bridges to accommodate the introduction of the OHLE equipment are required which includes track lowering at Overbridge OBB78 (carrying Colpe Road). The EIAR (Section 4.2.5.2 Interventions at Bridges and Structures) states that some modification works to bridges to accommodate the introduction of the OHLE equipment are required which includes the following parapet modifications to existing road overbridge parapet modifications for compliant safety standards to OBB78 (Carrying Colpe Road).

The proposed construction compounds to the south of the Colpe Rd. is on agricultural land in the Southern Environs of Drogheda and further north along the rail line. Drogheda Presbyterian Church which is located to the south-west though it is not a Protected Structure. **It is generally considered that the proposed siting of the compound east/adjacent to the Colpe Rd. is acceptable, given the siting adjacent to the road bank, which is considerable higher than the agricultural field levels. This is subject to the implementation of suitable screening which will mature overtime.**

It is proposed that the upper compound will access the track via an area of existing public open space, which forms part of an A1 - Existing Residential area (Park Wood Housing Estate) in the Southern Environs of Drogheda. There are existing dwellings immediately adjoining this location; and a copse of trees, together with newly planted hedging adjoining the existing housing (no. 33 Park Wood) and an access path. **It is recommended that the impact of construction activities at this location on existing residences must be mitigated, with on-site Communications Officer and Complaints Register. ABP may wish to consider an appropriate condition regarding planning gain (e.g. social infrastructure) for the benefit of this residential scheme.**

It is noted that a photomontage at Park Ridge, Colp West was provided at **Figure 15.3.54.1 EIAR Vol 3B Photomontages** where the train line passes the housing estate to illustrate the electrical lines which will now be visible. **However, the existing residences which will be affected by the construction compound proposal are located at Park Wood and the adjoining public open space. This is positioned mid-way into the estate. No photomontage has been provided at this location**

and ABP may wish to consider whether this should be requested. This would appear to require the removal of existing mature trees to provide of the construction compound.

- **Lighting**

As per the planning documentation, there are no plans to provide any new lighting along the railway corridor beyond what is listed around the buildings and the depot/ stabling areas. This includes external lighting, sensor illumination of areas in front of entrances during darkness. No new lighting is proposed in the section in Co. Meath. Temporary lighting is proposed to be installed at construction compounds during hours of darkness.

- **Construction Period/ Construction Compounds/ Works**

It is anticipated that the project will last 36 months from 2026 to 2029. 16 no. Construction Compounds are proposed for online works such as trackwork, overhead electrical cables and signalling or new substations and bridge works. They require site clearance and establishment activities and will typically facilitate storage, loading and unloading of materials, welfare facilities, office space, refuelling, etc. They will remain in place for the duration of the works from several works to 3 no. years and will operate 24/7. The NIS refers to works outside of the compounds outside core working hours being coordinated with the local authorities and in consultation with the local community.

Proposed construction hours are generally typical for construction projects, and it is stated that Sunday work would be agreement in advance between the LA and IÉ. There are additional times proposed to access the track, described as 'possession periods'. These are described as non-disruptive weekday and Saturday night works and other disruptive works (e.g. extended Saturday night, October and Easter long or Bank Holiday weekend, full weekend or single line working at weekends (on rare occasions).

Daytime deliveries are proposed to reduce night-time disturbances.

As noted elsewhere, it is recommended that the impact of construction activities at this location on existing residences is mitigated by on-site Communications Officer and Complaints Register.

- **Construction Compounds in Co. Meath**

There are 16 construction compounds proposed in Co. Meath. **ABP are invited to consider the impacts from the construction phase on residential areas or other noise sensitive locations, including demolition, vibration, noise, night-time works, traffic delays, road network, etc.** The applicant refers to 357 residential units (169 houses and 188 apartments), a childcare facility and associated site works. (reference ABP-305703-19). **It is recommended that consideration is given to conditions related to the operational phase to again limit the impact on residential areas, particularly noise and vibration.** It is noted that the applicant has employed, for example, a Construction Noise Assessment with reference to BS 5228, etc. Chapter 14 Noise and Vibration discusses Zone D includes references to Skerries and Balbriggan (which are not located in Co. Meath) and likely contains an error (Section 14.5.1.1.5). **ABP may wish to consider if sufficient information in relation to Zone D has been included.** Operational railway noise impact is also considered with for, e.g. day and night train movements with predicated noise levels within the stated acceptable levels. Residential receptors are predicted to experience negligible, or minor adverse impacts and are assessed as not significant. Residual construction phase effects in Zone D

are expected to cause a significant effect where works take place in proximity to sensitive receptors. Following the implementation of mitigation, the resultant residual effects for Zone D will likely be negative, moderate to significant and temporary to short-term.

9.0 Environmental Assessments

As per a letter from the applicant dated 12/07/2024, it is submitted that all environmental aspects of the project have been considered in a holistic manner to have the least overall residual impact on the environment during construction and operation with extensive optioneering and constraint studies, design assessments and environmental appraisals informed by extensive stakeholder and public consultations and the applicant submits that the construction methodologies for DART) Coastal North presented in the EIAR seek to balance between technical and engineering constraints, environmental issues and community concerns.

9.1 Site-Specific Flood Risk Assessment

This considers fluvial, coastal, pluvial, groundwater and surface water drainage derived flooding. It notes 14 no. historic flood events recorded across the existing railway line, including 12 no. recurring flood events. Sources of this flooding is riverine (recurring flooding at Station Road Gormanston and Piltown), coastal/ estuarine (recurring at Laytown) and surface water runoff (recurring at Martin's Road Gormanston, 3 no. locations in Irishtown, Mosney Rd., Alvera Heights, Laytown, Minnistown and Colp West). Mapping has indicated that rail line is identified as FZA for fluvial flooding, mostly FZC for Tidal flooding with some FZB and FZA, low pluvial vulnerability.

Fluvial

- Bettystown substation is not considered to be at risk, categorised as FZC.
- River Nanny crossing at Laytown is classified as FZA; however, the railway corridor and temporary construction compound is proposed at 8.2mOD (with water 1% fluvial water level at 3.16mOD) so is considered low risk.
- Delvin River crossing 300m south of Gormanston is classified as FZA, though the height of the proposed temporary construction compound and development are at low risk (11.5mOD with 3mOD for 1% AEP fluvial water level).

Tidal

- River Nanny crossing at Laytown is classified as FZA but due to height of construction compound and proposed development, it is not considered to be at risk.
- Delvin River crossing 300m south of Gormanston is classified as FZA but it is not considered to be at risk due to the height of the proposed development and temporary construction compound.
- Proposed Gormanston Substation is located 150m from the flood extent, but due to height, the DART line and temporary construction compound are not considered to be at risk.

A Justification Test has been prepared and it concludes that the proposed development satisfies all the criteria of the development management justification test. It is stated that all levels of the DART line, substations, stations and all other critical infrastructure is >2m above the flood level which reduces

the flood risk to low. 300mm freeboard is proposed above predicted flood levels and flood defence levels. **The MCC Environment Section has no issues with the proposal, and it considered acceptable.**

9.2 Environmental Impact Assessment Report (EIAR)

The RO is accompanied by an EIAR. It examines a range of alternatives, the construction strategy, traffic and transportation and a range of environmental receptors – population, biodiversity, land and soils, water (incl. hydrology and flood risk), hydrogeology, air quality, climate, noise and vibration, landscape and visual, material assets (agricultural, non-agricultural, utilities, resource and waste management), archaeology and cultural heritage, architectural heritage, electromagnetic compatibility and stray current, human health, major accidents and disasters, interactions and cumulative effects. It also contains a schedule of environmental commitments.

It is noted that CIÉ do not intend that the infrastructure associated with the proposed development will be decommissioned, but rather, as the infrastructure reaches the end of its design life, it will likely be refurbished or renewed to enable continued operation of the railway.

Chapter 6 of the EIAR deals with traffic and transportation which considers baseline conditions in the context of traffic, pedestrian, cyclist and public transport user flows and the facilities provided for each mode across the study area; and the potentially disruptive period, the longer-term impacts of the DART + Coastal North project and proposed mitigation measures associated with same. Mitigation includes measures in a **Construction Stage Mobility Management Plan, Construction Environment Management Plan and Construction Traffic Management Plan**. Section 6.3 notes that in the area to the south of Gormanston to Louth-Meath border (Zone D) the impact of construction trips on the road network during the construction phase will be *negative, moderate and short term*, though the CTMP and MMP will mitigate against this impact. No other specific effects in this area are stated, however, during the Operational Phase the impact on traffic and transportation from mode choice due to the improvement of the rail service will be a *positive, moderate, medium-term effect*. Sustainable travel will be promoted to mitigate against increased queuing and delay at level crossings elsewhere along the rail corridor.

Recommendations regarding the *significant effects/ mitigation* identified under the environmental receptors for Zone D are outlined below:

<p>POPULATION</p> <ul style="list-style-type: none"> • <i>Very significant or profound positive effects</i> on journey characteristics will be realised by all passengers, commuters with journey time reliability (during operation); • Operation including an increase in frequency and capacity of services will make rail a more attractive choice, with wider public good and economic benefits, <i>significant positive effect</i> for businesses, employment and labour force participation, tourism to destinations such as Laytown, modal shift and quality of life.
<p>BIODIVERSITY</p> <ul style="list-style-type: none"> • Proposed mitigation includes Surface Water Management Plan (CEMP), Pollution Incident Response Plan, flood risk management operational procedures, typical construction works mitigation, Invasive Species Management Plan, Otter Survey, noise restrictors, dust control measures, specific lighting types, use of hanging tabs on OHLEs.

<p>An Ecological Clerk of Works is proposed within the construction phase measures, however ABP may wish to consider the need for this to be extended into the operational phase with monitoring of the implementation of mitigation, as part of the conditions of the RO.</p>
<p>LAND AND SOILS</p> <ul style="list-style-type: none"> No significant effects have been identified; therefore, a CEMP will manage the civil works so no additional mitigation is proposed.
<p>WATER (INCLUDING HYDROLOGY AND FLOOD RISK)</p> <ul style="list-style-type: none"> Mitigation proposed relates to best practice construction methods in a CEMP and a construction Surface Water Management Plan. <p>The Environment Dept. has not identified any issues regarding flood risk.</p>
<p>HYDROGEOLOGY</p> <p>As there is likely to be contaminated land along/ under the rail-line, IÉ may need to implement measures to remediate same, given the potential impact of leachate on subsurface aquifers, surface water bodies and coastal water bodies. There is reference to the excavation of contaminated land and its disposal.</p>
<p>AIR QUALITY</p> <ul style="list-style-type: none"> Mitigation includes an Air Quality Management Plan, material handling systems, water misting/ spraying and ongoing LA/ community liaison during pre and construction phases.
<p>CLIMATE</p> <ul style="list-style-type: none"> Mitigation also includes the implementation of Iarnród Éireann's Sustainability Strategy 2021-2030 to reduce the carbon footprint, waste recycling, etc.
<p>NOISE AND VIBRATION</p> <ul style="list-style-type: none"> Mitigation via best practice construction methods, monitoring noise and vibration, noise barrier provision, temporary accommodation and rail system maintenance are the proposed. <p>The Environment Department has recommended standard construction-related conditions.</p>
<p>LANDSCAPE AND VISUAL</p> <p><i>Construction Phase</i></p> <ul style="list-style-type: none"> A direct moderate/ significant effects on structures in Zone D is the Laytown Viaduct; Significant negative effect on the designated High Amenity Area at Laytown and on the Public Realm Redevelopment; Significant negative effect on the protected view at the R132 Bremore (Co. Fingal); Moderate/ significant negative effect on residential properties, fronting and viewing key offline works such as new substations; Significant negative effects on trees and vegetation in localised areas throughout the scheme. <p><i>Operational effects</i></p> <ul style="list-style-type: none"> Significant negative effect on the designated High Amenity Area at Laytown and on the Public Realm Redevelopment; Moderate / significant negative effect on the protected view at the R132 Bremore (Co. Dublin). Moderate / significant negative effect on residential properties, fronting and viewing key offline works such as new substations; Significant negative effects on trees and vegetation in localised areas throughout the scheme. Mitigation includes replacement planting, where trees, hedges and/ or plantings are to be removed., new planting to mitigate/ screen and reinstatement of all impacted property boundaries. <p>During pre-planning consultation, MCC's Planning Department advised the applicant to consider the likely impact of (or impact on) architectural heritage, in particular the setting of protected structures and</p>

<p>monuments along the corridor, protected viewpoints in the Meath County Development Plan, 2021-2027 and views from the beach along several vantage points and the impact on Ben Head – County Geological Heritage Site.</p> <p>The site is not located within the Brú na Boinne World Heritage Site (WHS) or buffer zone, nevertheless ABP are invited to consider whether the proposal could affect the WHS. The locations identified by Meath Co. Council during pre-planning for the purposes of visual impact assessment have generally been considered by the applicant. The visual impact of the proposed development increases because of the infrastructure in several locations due to the OHEL, etc., therefore the implementation of appropriate mitigation measures is required, particularly vegetative screening.</p>
<p>MATERIAL ASSETS – AGRICULTURAL PROPERTIES</p> <ul style="list-style-type: none"> • There will be approximately 26 hectares of landtake in 58 affected land parcels which includes temporary landtake (17ha) and permanent landtake (9ha). • Mitigation includes a landowner liaison officer, boundary fencing, maintained access to land, alternative water and electricity supplies, repair of land drainage and reinstatement to pre-works condition. <p>A landowner liaison officer is required to remedy issues relating to access as a result of this development proposal; or any works which would affect the economic viability of businesses along the route.</p>
<p>MATERIAL ASSETS – NON-AGRICULTURAL PROPERTIES</p> <ul style="list-style-type: none"> • Non-agricultural temporary landtake is 21ha including 5.6ha of lands over which temporary Private Rights of Way or Other Easements may be acquired and 2.6ha for temporary possession on public roads. • Operational Phase permanent landtake is 7.2ha. 3.4ha for lands over which Permanent Private Rights of Way or Other Easements may be acquired (of which approximately 1.7ha are on public roads). • A separate CPO process is required for land acquisition/ disturbance. • Mitigation includes the reinstatement of lands temporarily acquired, maintenance of access, traffic management measures, replacement of boundaries were removed.
<p>MATERIAL ASSETS – UTILITIES</p> <ul style="list-style-type: none"> • <i>Significant utility</i> presence in the proposed development area (telecommunication cables, gas mains, watermains, foul sewers and surface water sewers and including a mix from single dwelling supply to 500MW HV east-west interconnector). 18 no. are <i>significant</i>. • Mitigation has been carried out in advance with extensive consultation with utility asset owners on requirements and preferences. • Mitigation during construction involves proposed phasing of outages together with detailed determination of utility locations, pre-notification to impacted stakeholders and close collaboration with utility providers. Best practice construction measure during diversions will also be employed. <p>It is also noted that the substation connection cable associated with the NISA project is proposed to tunnel under the existing rail line at Bremore (to the south of Co. Meath), which is the subject of a current Strategic Infrastructure Development Application.</p>
<p>MATERIAL ASSETS – RESOURCE AND WASTE MANAGEMENT</p> <ul style="list-style-type: none"> • 4,000tn of demolition waste will be generated with 184,800tn excavated due to the permanent works of the project and 249,100tn from the temporary works of the project, • Mitigation proposed relates to waste minimisation, reuse and recycling, managed through a Construction and Demolition Waste Management Plan and sustainable resource and waste management principles. <p>The Environment Department has recommended standard construction-related conditions.</p>
<p>ARCHAEOLOGY AND CULTURAL HERITAGE</p> <ul style="list-style-type: none"> • Ground disturbance outside of the existing railway boundary may affect unknown archaeology at substation sites, bridge works, secant and cantilevered walls, road realignment, utility diversions, drainage or landscaping etc.

<ul style="list-style-type: none"> • 38 no. Areas of Archaeological Potential (AAP) were identified from desk-based analysis and field surveys, 13 in Zone D. • 1 is <i>not significant</i>, 10 are <i>slight</i> and 2 are <i>moderate</i>. • A Project Archaeologist will be appointed to develop and manage archaeological considerations, mitigation measures, with testing guided by geophysical survey, in advance of construction. • Monitoring is proposed to determine appropriate action, as directed by the DHLGH and LA. • Test excavations are proposed at Gormanston, Irishtown and Colp East (AAP 26, 27 and 34 within Zone D). <p>MCC's Archaeologist has provided a series of recommendations and ABP are requested to consider same. They include the consideration of Meath's Industrial Heritage Record, standard approaches to archaeology and in particular the proposed demolition of a structure (Figure 15.3.41.1 in EIAR Archaeology, Cultural Heritage and Architecture Chapter) in the absence of any building assessment or mitigation.</p>
<p>ARCHITECTURAL HERITAGE</p> <ul style="list-style-type: none"> • Works are confined to the existing railway corridor built/ reaching Drogheda from Dublin in 1844. There are a range of buildings and other structures of architectural heritage significance including protected structures, NIAH records, industrial heritage, etc. • An architectural heritage assessment identified 146 structures/ features within the study area. • Direct impacts to bridges, viaducts, boundary walls, indirect impacts due to accidental damage and visual impacts on the settings of protected structures or buildings have been considered. • Proposed mitigation measures include recording, removal, protection, storage and reinstatement. • Design will be informed by a Conservation Architect (e.g. bridge parapets), recording of structures to be demolished. • Visual impacts on architectural heritage resource due to the alterations and impacts on the settings will occur during operational phase but no mitigation is proposed due to the nature of the OHLE. <p>MCC's Archaeologist has noted the need to consider the WWII Emergency Pillbox on Irish Town Bridge, which are a heritage feature in the Boyne Valley area, and many are Protected Structures. This and any other Pillboxes should be considered in the Architectural Assessment with mitigation proposed where relevant. All vernacular and/or architectural structures that are proposed to be changed/ demolished within the red line project boundary and confirm a mitigation or a reason why no mitigation is necessary.</p> <p>The Architectural Conservation Officer has requested further detail regarding specific details/ method of attaching the proposed infrastructure to the Laytown Viaduct structure.</p>
<p>ELECTROMAGNETIC COMPATIBILITY AND STRAY CURRENT</p> <ul style="list-style-type: none"> • No unusually elevated electromagnetic field levels were identified. • Activity is expected to be minimal during construction and there will be no impact on the public from EMI, EMF or stray current. • Operational phase is expected to be within defined limits as per existing DART and Luas lines.
<p>HUMAN HEALTH</p> <ul style="list-style-type: none"> • Mitigation is proposed in relation to noise and air quality; however, impacts are identified as <i>significantly positive</i> to provide a sustainable and safe mode of transport; and access to services.
<p>MAJOR ACCIDENTS AND DISASTERS</p> <ul style="list-style-type: none"> • Mitigation is built into the design of the proposed development and secondary mitigation includes emergency response planning, traffic management, training, implementation of technical design and operating standards and inspections.
<p>INTERACTIONS and CUMULATIVE EFFECTS</p> <ul style="list-style-type: none"> • Considers plans and programmes, existing and/ or approved projects; and other projects which are at preliminary design, such as other DART + projects, Metrolink, the North Irish Sea Array Offshore Wind Farm, DART Station Enhancement and Platform Accessibility Projects, etc.

MITIGATION

- Series of measures proposed.

It is recommended that Chapter 27 of the EIAR – summary of mitigation measures is implemented by way of condition of planning. A Community Liaison Officer is also advised for each stage of the construction phase to provide advance notice to affected members of the public (where possible) and landowners/ nearby residences (e.g. night work). It is noted that a Noise Liaison and Landowner Liaison Officer (LLO) are proposed, but other issues may arise (e.g. waste/ drainage/ road access, etc.).

9.3 Appropriate Assessment (AA) – Screening for AA & Natura Impact Statement

The RO is accompanied by a Screening for Appropriate Assessment (AA) and a Stage 2 Natura Impact Statement. The Screening considers the receiving environment, potential impacts including in-combination effects. It identifies 34 European Sites within the vicinity of the development with 31 within the Zone of Influence. The report considers sites including other SPAs which provide breeding territory for Special Conservation Interests (SCIs). 46 birds listed as SCIs are associated with nearby European Sites.

A range of habitats were identified, and ecological surveys were carried out. In Co. Meath, particular consideration was given to Otters, Peregrine Falcon, Kingfisher and wintering birds including collision risks, etc.

The report concludes that with the effective implementation of the mitigation measures proposed, the proposed development will *not adversely affect (either directly or indirectly) the integrity of any European Site*, either alone or in combination with other plans and projects and there is no reasonable scientific doubt in relation to this conclusion.

It is requested that the RO includes measures to manage invasive species already within the control of Irish Rail and a management plan for the continued use of the rail line within this application. This include species recorded in Zone D adjacent to Gormanston Railway Station (Spanish Bluebell) and Laytown (Common Cord-grass) which is present in the River Nanny Estuary. Construction activities may give rise to the introduction/ further spread along the rail track or adjoining lands within the county. For example, Section 7.1.12.3 (NIS) refers to the development of a pre-construction invasive species survey and mitigation in a Non-Native Invasive Species Management Plan. Such a plan needs to continue to be implemented over the operational period of the project.

It is recommended that a plan is agreed as part of the RO application to remedy the existing and historic contaminated lands along the rail-line or which may result due to the continued operation of the rail line.

It is also recommended that a dust suppression strategy is employed in consultation with the Environmental Dept.'s of the Local Authorities. Similarly, Resource and Waste Management Plans, Construction Environment Management Plans, Construction Traffic Management Plans and Air Quality Management Plans should be agreed with Environment and Transportation Departments of the Local Authorities. Where relevant Road Opening Licences may also be required by the applicant.

The NIS (Section 7.2.9) include a measure of mitigation for the retention of services of an Ecological Clerk of Works (EcOW) or Ecologist for a pre-construction survey (otter) and where a holt has been

encountered. ABP are invited to consider a condition which requires follow up reports (over a suitable no. of years) which ensure that mitigation measures have been successfully implemented (e.g. lighting, OHLE measures for birds, etc.) and which applies to other mitigation proposals, rather than otter protection alone; and all other mitigation included in the NIS should be a condition of the Railway Order Application.

10.0 Development Contributions Scheme

Please see link (in the footnote below¹⁷) regarding the 2024 Scheme adopted by Meath County Council. The Local Authority does not have any specified general or special contributions under Section 48 for the proposed infrastructure. It does not list the proposed DART expansion project under the Supplementary Development Contributions under Section 49 of the Act. The proposed project can be considered public infrastructure and facilities (infrastructure to facilitate public infrastructure) as defined in Section 48 of the Act.

11.0 Recommendations

The DART + Coastal North project will increase train services and passenger capacity, frequency and reliability. The DART + Coastal North, West and the Navan Rail Project are key objectives of Meath Co. Council as supported by the Meath County Development Plan 2021-2027, infrastructure providers and Government Agencies. This submission focuses on lands in Zones D pertinent to Co. Meath and affected by the wider Railway Order Application and having considered the inputs of the documents which form part of the RO, the relevant policy documents and comments from internal departments of MCC, it is recommended that **Further Information** is requested, as follows:

MCDP Objective/ Active Travel

1. (a) As per the recommendation of the Transportation Department of Meath County Council, the proposed works do not include for the provision of a future train station at Bettystown and the access road to same. Meath County Council do not have sufficient information to demonstrate that the proposed works would not prejudice the delivery of the train station and associated access road at Bettystown, which is an objective in the Meath County Development Plan 2021-2027.

It is recommended that the applicant is requested to demonstrate that the proposed development will not prejudice the delivery of the objectives in the Meath County Development Plan in relation to the new Bettystown train station and the access road to same.

- (b) The applicant is requested to provide required space for the active travel scheme along the R-132 that will facilitate safe access to the train station for pedestrians and cyclists from the surrounding residential areas.

¹⁷ https://www.meath.ie/system/files/media/file-uploads/2023-12/Meath%20County%20Council%20Development%20Contribution%20Scheme%202024%20-%202029_0.pdf

Architecture/ Archaeology

2. To allow for an informed assessment as to the effect on the existing Laytown Viaduct Structure, detailed drawings illustrating the proposed method of attaching the new poles to the existing structure are required (with reference to 02-Volume 3B Photomontages - Figure: 15.3.45.2). In the event that any parapet or viaduct modification works to Gormanston/ Knocknagin Viaduct are proposed, such details should be provided.
3. (a) The applicant shall confirm whether the Meath Industrial Heritage Survey was consulted; and used to inform the proposed development.

(b) The size (square metre areas) of each Areas of Archaeological Potential (AAPs) and a break down into areas with 'potential' and 'areas already disturbed' should be provided to determine the overall impact potential of the scheme in the most sensitive areas can be assessed spatially.

(c) Please clarify whether the project will be subject to Section 26 Licences or Ministerial Directions.

(d) The applicant shall clarify why the AAPs selected for advance testing were chosen, over other areas. This should take place in as many of the AAPs as possible, to reduce construction phase monitoring and reduce risk of delays and disruption.

(e) Please state the quantity of advance testing. 12% or 600 linear metres x 2m wide per hectare is typically required. The applicant states that all construction works will be archaeologically monitored, however the aim of advance testing is to complete enough of a survey in any AAPs so that construction works in those areas are *not* monitored – with the agreement of the National Monuments Service.

(f) The details on *Mitigation Rescue Excavation and/ or preservation in situ* discusses testing or monitoring, however this should present Rescue Excavation and/ or preservation in situ as this does not address mitigation and to clarify the proposed approach. Best practice is to rescue excavate anything within the red line boundary unless it is of such significance that it deserves to be preserved in situ. The applicant must carry out additional assessment and a strategy/ management plan agreed with the National Monuments Service.

(g) The applicant should clarify the area (square metre) and locations for residual monitoring, reviewing same so they can be mitigated prior to commencement of construction, to avoid/ limit construction phase monitoring as possible. This will avoid archaeological sites being missed, recorded under development pressure, delays, etc.

(h) The applicant is requested to clarify whether 'North Skerries substation walling BH88 (20m)' is associated with Thomas Hand and family. If it is closely connected, sensitive community engagement may be required.

(i) In the interests of clarity, the applicant should prepare a table which lists each heritage asset, basic description, impact (actual change not magnitude) and proposed mitigation measures.

(j) The applicant is requested to clarify personnel (e.g. Project Archaeologist, etc.) who will be responsible for Architectural Mitigations.

(k) Figure 15.3.41.1 – View G3 (from local access road, Irishtown) suggests the demolition of a structure, however no building assessment and mitigation is proposed. This structure appears on a 1939 Cassini map. Please clarify whether vernacular structures or other architectural structures are missing from the assessment and provide a visual and descriptive record for each proposed to be changed/ demolished within the red line boundary. Please also confirm any mitigation/ reason for no mitigation.

(l) The applicant is requested to provide a photographic and map regression index of architectural heritage supporting a site visit and detailed assessment of current condition and setting.

(m) A WWII / Emergency on Irish town Bridge ITM 717346, 768200 is attached to bridge OBB68 / BH-123 - This Pillbox is not mentioned in the text and fixings are proposed to this bridge parapet. The WWII / Emergency Pillboxes in/ around the Boyne Valley are a Heritage feature and many are Protected Structures. This Pillbox and other Pillboxes/ Vernacular Architecture should form part of the Architectural Assessment with mitigation proposed where relevant.

If planning permission is granted, please have regard to the recommended Schedule of Conditions as set out below.

Schedule of Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application to An Bord Pleanála on the XX/XX/2024, except as may otherwise be required 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 development shall be carried out and completed in accordance with the agreed particulars.

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

2. The Applicant shall appoint a Community Liaison Officer for all stages of the development and shall be the first point of contact for residents seeking information, making a complaint, etc. and shall be responsible for discharging information in relation to the project to residents.

Reason: In the interests of amenity and orderly development of the site

Environmental Mitigation

3. The mitigation measures identified in the EIAR and AA NIS, and other particulars submitted with the planning application, shall be implemented in full by the developer, except as may otherwise be required. The developer shall appoint a person with appropriate ecological and construction

expertise as Environmental Manager/ Ecological Clerk of Works to ensure that the mitigation measures identified in the documents are implemented in full.

Reason: In the interests of proper planning and sustainable development.

4. The Environmental Manager/ Ecological Clerk of Works shall monitor the implementation of mitigation measures for a period of 5 years post implementation.

Reason: In the interests of proper planning and sustainable development.

5. An Invasive Species Management Plan shall be developed and implemented over the operational lifetime of the project with annual reporting of management.

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

6. The Applicant shall carry out all works in accordance with recommendations in the Inland Fisheries Ireland Guidance Document on *Protection of Fisheries during Construction Works in and adjacent to Waters*, 2016. Compliance with this condition shall be to the satisfaction of the Planning Authority.

Reason: In the interest of environmental protection and the protection of water quality.

Archaeology

7. (a) The developer shall facilitate the preservation, recording and protection of archaeological materials or features that may exist within the site.

(b) A project archaeologist shall form part of the construction team, employed to implement the entire mitigation process until site archive is with the National Monument Service-NMI.

(c) Mitigation includes full topsoil assessment for stray finds and artefacts including metal detecting at all Greenfield locations.

(d) All structures shall be recorded (i.e. photographic, drawn, written) in their present condition before alteration. (Note: This shall apply to the whole structure and not only the element to be altered).

(e) OBB80/OBB80A/OBB80B (BH-141) or any other structures which will be changed shall be recorded (i.e. photographic, drawn, written) in their present condition before alteration.

Reason: To ensure the continued preservation (either *in situ* or by record) of any archaeological features or materials of archaeological interest and to conserve the archaeological heritage of the site.

Construction/ Waste Management, etc.

8. Prior to the commencement of development, the developer or any agent acting on its behalf shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for

C&D Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

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

9. The site and building works required to implement the development shall only be carried out between the hours of 8.00am to 6.00pm Monday to Friday and 8.00am to 2.00pm on Saturdays. No activity on site Sundays and Bank Holidays. In exceptional circumstances hours of operation may be extended for a specified period of time subject to written agreement from the Planning Authority.

Reason: In the interest of residential amenities of the area.

10. (a) The applicant shall prepare a Waste Management Plan (WMP) for the proposed development for the written approval of the planning authority prior to the commencement of any site activity. The WMP shall include but not be limited to project description, legislation requirements, demolition waste, construction phase waste, categories of construction waste, anticipated hazardous waste, non-construction waste, segregation of waste streams, estimated waste generated, waste hierarchy and adherence to same, roles and responsibilities and communication of WMP, details of recovery and disposal sites, details of waste hauliers, record keeping and documentation, waste audit procedures. The WMP shall be prepared in accordance with Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (2006) and Guidelines for the Management of Waste from National Road Construction Road Projects (Rev. 2014), the WMP shall also take cognisance of the current Regional Waste Management Plan in particular to the upper tiers of the Waste Hierarchy. All waste generated on site shall be recovered/ disposed of at an authorised facility and transported by an authorised collector. The WMP shall be treated as a live document and communicated to all relevant personnel.

(b) The construction of the development shall be managed in accordance with a Construction and Environmental Management Plan (CEMP), which shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development. The CEMP shall provide details of intended construction practice for the development, including but not be limited to operational controls for dust, noise and vibration, construction traffic management, waste management, protection of soils and groundwaters, protection of flora and fauna, site housekeeping, emergency response planning, site environmental policy, environmental regulatory requirements and project roles and responsibilities. The CEMP shall also address extreme of weather (drought, wind, precipitation, temperature extremes) and the possible impacts on receptors and mitigation of same. The CEMP shall be treated as a live document.

(c) The CEMP shall include preparatory works on the site, including installation of silt fences.

(d) Appropriate preventative measures should be detailed within the CEMP to ensure that non-native invasive species (aquatic and/or terrestrial) are not introduced into or transferred out of the site.

(e) Dust emissions at the site boundaries shall not exceed 350mg/m²/day.

(f) All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the CEMP.

(g) All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.

(h) The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site.

(i) Burning of waste, including green waste, is prohibited on site.

(j) The applicant shall, during the construction stage, maintain a Complaints Register to record any complaints regarding but not limited to noise, odour, dust, traffic or any other environmental nuisance. The Complaint Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint.

(k) In the event it is necessary to import soil and stone or topsoil for any element of the proposed development to applicant shall ensure a Certificate of Registration or Waste Facility Permit as per the Waste Management (Facility and Registration) Regulations 2007, as amended is secured in advance of the works.

(l) During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1400 hours Saturday and 45dB(A) at any other time. Noise exceedance activities must be agreed in writing with the planning authority prior to the activity taking place.

(m) During construction the developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development, including delivery and service vehicles/trucks. There shall be no parking along the public road.

(n) The Applicant shall provide to the Local Authority, on completion of the works, a comprehensive report detailing the management of all waste streams generated during the construction and commissioning stages of the project. This shall include but not be limited to type of waste streams, amount of each waste stream generated, destination of waste streams (including final destination if applicable), percentage of waste re-used, recycled, recovered and disposed, and prevention and minimisation initiatives undertaken.

(o) The construction works shall be carried out in accordance with the noise guidance set out by BS 5228-1:2009 Code of Practice for Noise and Vibration Control on Construction and 94 Open Sites and the NRA Guidelines for the treatment of Noise and Vibration in National Roads Schemes.

Reason: In the interest of sustainable waste management, environmental protection, public health and safety and residential amenity, and orderly development.

11. The developer shall develop a programme for remediation of contaminated land along/ under the rail-line and implement remediation measures over the operational life of the railway line.

Reason: In the interest of environmental protection.

12. The public road shall be maintained clean and free of any dirt or debris created as a result of the proposed development.

Reason: In the interest of traffic safety and proper planning and sustainable development.

13. A pre-site clearance survey for protected species shall be carried out across the site a maximum of 3 months prior to site clearance. This shall include an assessment for bat roosts. The applicant shall liaise with the NPWS for appropriate guidance. Any works relating to bats may only be carried out under a licence issued by the NPWS.

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

14. Any significant works to bridges over rivers or streams shall be carried out in accordance with the National Roads Authority guidelines for the treatment of otters.

Reason: To comply with requirements for the protection of breeding otters.

Landscaping

15. (a) Landscaping shall be carried out as detailed on the site plan submitted on the XX/XX/XX unless otherwise agreed. Existing hedgerows, trees and shrubs on site shall be preserved, except where required to be removed to accommodate the entrance. New site boundaries shall consist of timber fencing back planted with hedgerow of species native to the area.

(b) Planting shall commence no later than the first planting season following commencement of development on site. Any plants which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

Reason: To protect the visual amenity and natural heritage of the area.

16. Prior to the commencement of any other site works all existing trees to be retained shall be fenced off. This must be at a distance of the crown spread (the outer drip-line of the tree) or half the tree

height, whichever is the greater. Fencing shall be at least 1.2m high cleft chestnut pale or chain link, well braced to resist impacts or similar to be agreed in writing with the planning authority. These works shall be undertaken before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within these areas shall not be altered, nor shall any excavation be made or any other works carried out, or fires lit without the prior written consent of the planning authority.

Reason: To ensure the protection of trees and other vegetation to be retained and to ensure the continuity of amenity afforded by existing trees.

17. Trees and hedgerows shall not be removed during the nesting season (i.e. March 1st to August 31st) in accordance with the Wildlife Act (as amended). Replacement hedgerows shall be of native species.

Reason: In the interest of avian ecology and visual amenity.

Surface Water

18. All surface water from roofs, entrances, paved areas, footpaths, surface and car parking areas shall be collected and disposed of within the site to the surface water drainage system and under no circumstances shall discharge to the public foul sewer.

Reason: To ensure orderly collection, treatment and disposal of surface water and in the interests of road safety and environmental health.

Public Lighting/ Flood Lighting

19. (a) Prior to the commencement of development, any public lighting designs proposed shall demonstrate that obtrusive light is mitigated and appropriate for the external lighting of the development. Details shall be agreed in writing with the Planning Authority. The public lighting shall not conflict with the agreed landscaping scheme.

(b) All floodlights shall be cowled to divert light away from the public road and from residential properties in the vicinity.

Reason: To protect residential amenities and in the interest of traffic safety/ public safety.

Services

20. All service cables associated with the proposed development (such as electrical, communal television, telephone and public lighting cables) shall be run underground within the site.

Reason: In the interest of orderly development and the visual amenities of the area.

21. No development exempted or otherwise shall be erected over the public sewer, drain or watermain.

Reason: In the interest of public health.

12.0 Conclusion

Meath County Council supports the delivery of the proposed strategic development with its potential benefits to the region and the County, playing an integral part of the future vision for the wider development of Co. Meath. The Planning Authority respectfully requests An Bord Pleanála to consider the content of the submission in the assessment of the Railway Order and welcomes the opportunity to clarify any matters contained in this submission, if required.

Is mise le meas,



Pádraig Maguire

Senior Planner/ Acting Director of Service.

DART+ Coastal North project EIAR Archaeology, Cultural Heritage and Architecture review

Niall Roycroft, Meath Project Archaeologist, 18th July 2024

ARCHAEOLOGY AND CULTURAL HERITAGE

The Archaeology and Cultural Heritage Chapter is comprehensive and shows clear evidence the site has been visited and assessed in the wider landscape.

The project is split into five sections and within these there are discussions of Areas of Archaeological Potential (AAPs) as well as general notes on other works.

Most of the AAPs have had an archaeological geophysical survey (accesses and site conditions permitting) and none have so far revealed potentially archaeologically significant remains. Some comments:

1 P7: 3rd bullet: Excavations Bulletins and Excavations Database (1970-2020). This might be updated to 2023?

2 P7: 2nd last bullet point: Dublin City Industrial Heritage Record (DCIHR) (DCC 2003-2009). Was the Meath Industrial Heritage Survey consulted?

3 Areas of archaeological potential

Comment

These need to be presented as square metre areas within the red line site boundary. This area should be split into greenfield / areas proposed for archaeological mitigation and areas where no mitigation is proposed. Inclusion in the Tables 20.25 to 20.29 would be useful (chainage means nothing in terms of square metreage). This is so that the overall impact potential of the scheme in the most sensitive areas can be assessed spatially.

Recommendation

Clarify square metre areas per AAP and break down into areas with potential and areas already disturbed.

4 20.6.1 Project Archaeologist

Comment

Clarification is required as to who will employ the Project Archaeologist and how that person fits into the Construction Team archaeological strategy before and during construction. Coordination with any Construction Environmental Management Plan will also be necessary to demonstrate this person has the authority to complete the tasks listed in the EIAR. We need a

wording that will ensure this person will be employed in advance, during fieldwork and throughout the post-excavation reporting / dissemination / archive stages of the project.

Recommendation

Clarify position of Project Archaeologist in the construction team and ensure they are employed to cover the whole mitigation process up until site archive with NMS-NMI.

5 P118: Mitigation measures shall be undertaken as directed...

Comment

Most of the report refers to Archaeological Section 26 Excavation Licences. But the above seems to refer to Ministerial Directions. Please clarify if the project will be covered by Section 26 Licences of Ministerial Directions.

Recommendation

Clarify Licences or Directions.

6 Mitigation: general

Comment

The background survey refers to numerous examples of topsoil flint scatters and surveys in the area. But no topsoil finds mitigation is proposed for this project. The Mitigation needs to include full topsoil assessment for stray finds and artefacts including metal detecting.

Recommendation

Include a specific topsoil assessment survey at all greenfield locations, including metal detecting.

7 20.6.2.1 Archaeological Test Excavation

The purpose of testing is to determine the location, date, nature and extent of any previously unknown archaeological site. As such, it is proposed to test excavate the following areas:

- Zone B Maynetown, County Dublin AAP4
- Zone C Corballis County Dublin AAP7
- Zone C Tyrrelstown, County Dublin AAP13
- Zone C Hacketstown, County Dublin AAP15
- Zone C Barnageeragh, County Dublin AAP18
- Zone C Hampton Demesne, County Dublin AAP20
- Zone C Bremore, County Dublin AAP22
- Zone D Gormanston 1, County Meath AAP26
- Zone D Irishtown, County Meath AAP27
- Zone D Colp East (S), County Meath AAP34
- Zone E Newtown/ Lagavooren, County Meath/ County Louth AAP37

Comment:

It is not clear why the above AAPs have been selected for advance testing and the others have not. In general, where there is sufficient space and access, advance archaeological test excavation should take place *in as many AAPs as possible*. The aim of this is to reduce construction phase monitoring and reduce the risk of delays and disruption.

Similarly, the quantity of advance test excavation is not stated in the document. The text later says all construction works will be archaeologically monitored. Presumably this includes AAPs that have been tested? An aim of advance testing is to complete enough of a survey in any AAP to ensure that construction works in those areas are *not* monitored.

Large infrastructure projects are usually tested to a minimum quantity of 12% (ie 600 linear metres of trenching 2m wide per hectare). If these give sufficient coverage of the site, then the construction should normally be allowed to proceed in those tested areas *without* archaeological construction phase monitoring – with the agreement of the National Monuments Service.

Recommendation

Review all AAPs to see if they can all be tested in advance of construction. Clarify the amount of testing (eg minimum of 12%) and confirm that if the testing works reveal nothing, then no further works would normally be required in these tested areas - with the agreement of the National Monuments Service.

8 Mitigation Rescue Excavation and / or preservation in situ

Comment

The EIAR runs this critical phase in with either Testing or Monitoring. However, Testing or Monitoring are concerned with finding sites – not mitigating them afterwards. It would be clearer to break this key Rescue Excavation and / or preservation in situ phase out for separate discussion.

The text also seems to imply that if archaeological remains are found within the site boundary and nothing is currently going to be built in that area, they can perhaps be preserved in situ. This is contrary to best practice where anything inside the red line boundary is typically subject to rescue excavation – unless it is of such a significance that it deserves to be preserved in situ. Preserving a site in situ is much more than simply ‘avoiding the area’. The site must be fully understood, appropriately buried (leaving topsoil is not sufficient) and a management plan for its future preservation would be required, adopted by Iarnród Eieann, agreed with and lodged with NMS.

Recommendation

Break out the Rescue Excavation and / or preservation in situ phase of the advance works (and during any mopping up monitoring) to clarify the proposed approach. Typically, limited archaeological remains within the site boundary are all rescue excavated regardless of anything being currently known to be developed in that area. More significant remains will require additional assessment and a strategy agreed with NMS.

9 20.6.2.3 Archaeological Monitoring

All construction work such as the clearance of land, new drainage track storage, the widening of culverts, the placement of maintenance tracks and topsoil stripping within the permanent and temporary land-take will be monitored. All other activities such as drainage, landscaping, access and maintenance roads and the provision of services, the diversion of utilities and placement of compounds associated with the improvement of the railway will also have to be monitored by a licensed archaeologist.

Comment

Large scale construction phase monitoring is one of the least effective forms of archaeological assessment and should be left for 'mopping up' small scale or previously unavailable areas. If all the AAPs are dealt with before construction commences, how many areas are left to deal with through mopping up monitoring? Can any of these more limited areas be test trenched / mitigated in advance so that no construction phase monitoring is required?

Recommendation

Clarify square metre areas and locations for residual monitoring and review to see if these can be mitigated before construction starts. The aim should be to have as little construction phase monitoring as possible. This will reduce the risk of archaeological sites being missed through large scale earthworks, being recorded under development pressure, causing delays and / or disruption to the construction works.

ARCHITECTURE

10 General mitigation recording

Comment / Recommendation

It is important to record (photographic, drawn, written) the whole structure before it is altered, not just the element to be altered. This should be clarified in all texts.

11 North Skerries substation walling BH88 (20m)

Comment / Recommendation

Confirm that local cultural heritage does not associate this walling with the farm of Thomas Hand and family. If it is closely connected, a more sensitive approach in terms of community engagement might be required.

12 Remove and replace bridges.

It is proposed to remove and replace OBB80/OBB80A/OBB80B (BH-141) which are of architectural heritage interest as they are noted on historic maps. The pre-mitigation Construction Phase impact is **Direct, Negative, Significant, Long term**. Because there is limited scope for mitigation where bridges are being removed in their entirety, the magnitude of impact remains high. The residual impact is **Direct, Negative, Significant, Long term**.

Comment / Recommendation

It can be argued that all the structures of the Railway are worthy of record since they all form part of a group where numerous component structures are listed as Protected. No mitigation appears to be proposed for OBB80/OBB80A/OBB80B (BH-141) or R132 overbridge BH-144 (and maybe other structures?); but these structures will be changed. These structures should be recorded (photographic, drawn, written) in their present condition before alteration.

13 Mitigation table

Comment / Recommendation

Although mitigations are described verbally in the main text and Appendix 21.1, a table listing the heritage asset, basic description, impact (actual change not magnitude) and proposed mitigation is required for clarity.

14 Named individual to oversee architectural mitigations

Comment / Recommendation

Who will be in charge and responsible for the Architectural mitigations? Will it be the Project Archaeologist? If so they / their position and responsibilities should be named in the text.

15 Vernacular structures





Comment

Ruined building on the left of existing photo seems to be proposed to be demolished? What is the building assessment and mitigation? This building is on the 1939 Cassini map. How many other vernacular structures are missing from the assessment?

Recommendation

Clarify (with a visual and descriptive record) all vernacular and/or architectural structures that are proposed to be changed / demolished within the red line project boundary and confirm a mitigation or a reason why no mitigation is necessary.

16 Photographic record of structures

Comment / Recommendation

I could not find a photographic and map regression index of the architectural heritage. If there is none, then this is a potential gap in presentation since there is no real evidence of a site visit or detail assessment of current condition and setting.

17 WWII / Emergency Pillbox ITM 717346, 768200 Irishtown

The WWII / Emergency on Irish town Bridge ITM 717346, 768200 is attached to bridge OBB68 / BH-123 (see images below). This Pillbox is not mentioned in the text and height increasing fixings are proposed to this bridge parapet. The WWII / Emergency Pillboxes in and around the Boyne Valley are a Heritage feature and many are Protected Structures. This should have been included in the Architectural assessment

Recommendation

Include and assess impact on the Irishtown Pillbox and any other Pillboxes / vernacular architecture that should have been included. Recommend mitigation.



Appendix 1: Internal Referral Reports

Broadband Officer – 26/07/2024 – No comments.

Archaeology (Summary) – 18/07/2024 – EIAR Archaeology, Cultural Heritage and Architecture section was reviewed.

- It is not clear if the Meath Industrial Heritage Survey was consulted.
- The square metre areas of each Areas of Archaeological Potential (AAPs) and a break down into areas with 'potential' and 'areas already disturbed' should be provided to determine the overall impact potential of the scheme in the most sensitive areas can be assessed spatially.
- ABP may wish to clarify whether the project will be subject to Section 26 Licences or Ministerial Directions.
- ABP are advised that it is not clear why the AAPs selected for advance testing have been chosen, over other areas. This should take place in as many of the AAPs as possible, to reduce construction phase monitoring and reduce risk of delays and disruption.
- Quantity of advance testing has not been stated. 12% or 600 linear metres x 2m wide per hectare is typically required. The applicant states that all construction works will be archaeologically monitored, however the aim of advance testing is to complete enough of a survey in any AAPs so that construction works in those areas are *not* monitored – with the agreement of the National Monuments Service.
- Mitigation Rescue Excavation and/ or preservation in situ – discusses testing or monitoring, however this should present Rescue Excavation and/ or preservation in situ as this does not address mitigation and to clarify the proposed approach. Best practice is to rescue excavate anything within the red line boundary unless it is of such significance that it deserves to be preserved in situ. The applicant must carry out additional assessment and a strategy/ management plan agreed with the National Monuments Service.
- The applicant needs to clarify the square metre areas and locations for residual monitoring, reviewing same so they can be mitigated prior to commencement of construction, to avoid/ limit construction phase monitoring as possible. This will avoid archaeological sites being missed, recorded under development pressure, delays, etc.
- North Skerries substation walling BH88 (20m) – confirmation of whether this wall is associated with Thomas Hand and family. If it is closely connected, sensitive community engagement may be required.
- For clarity, the applicant should prepare a table which lists each heritage asset, basic description, impact (actual change not magnitude) and proposed mitigation measures.
- Clarify persons (Project Archaeologist, etc.) responsible for Architectural Mitigations.
- Figure 15.3.41.1 – View G3 (from local access road, Irishtown) suggests the demolition of a structure, however no building assessment and mitigation is proposed. This structure appears on a 1939 Cassini map. Clarify whether vernacular structures are missing from the assessment and provide a visual and descriptive record for each proposed to be changed/ demolished within the red line boundary. Confirm any mitigation/ reason for no mitigation.

- Applicant to be requested to provide a photographic and map regression index of architectural heritage supporting a site visit and detailed assessment of current condition and setting.
- WWII / Emergency on Irish town Bridge ITM 717346, 768200 is attached to bridge OBB68 / BH-123 - This Pillbox is not mentioned in the text and fixings are proposed to this bridge parapet. The WWII / Emergency Pillboxes in/ around the Boyne Valley are a Heritage feature and many are Protected Structures. This Pillbox and other Pillboxes/ Vernacular Architecture should form part of the Architectural Assessment with mitigation proposed where relevant.

Recommended Conditions:

- Condition that a project archaeologist forms part of the construction team, employed to implement the entire mitigation process until site archive is with the National Monument Service-NMI.
- Condition that mitigation includes full topsoil assessment for stray finds and artefacts including metal detecting at all Greenfield locations.
- Condition that the whole structure is recorded (i.e. photographic, drawn, written) before it is altered, i.e. not just the element to be altered.
- Condition that OBB80/OBB80A/OBB80B (BH-141) or any other structures which will be changed are recorded (i.e. photographic, drawn, written) in their present condition before alteration.

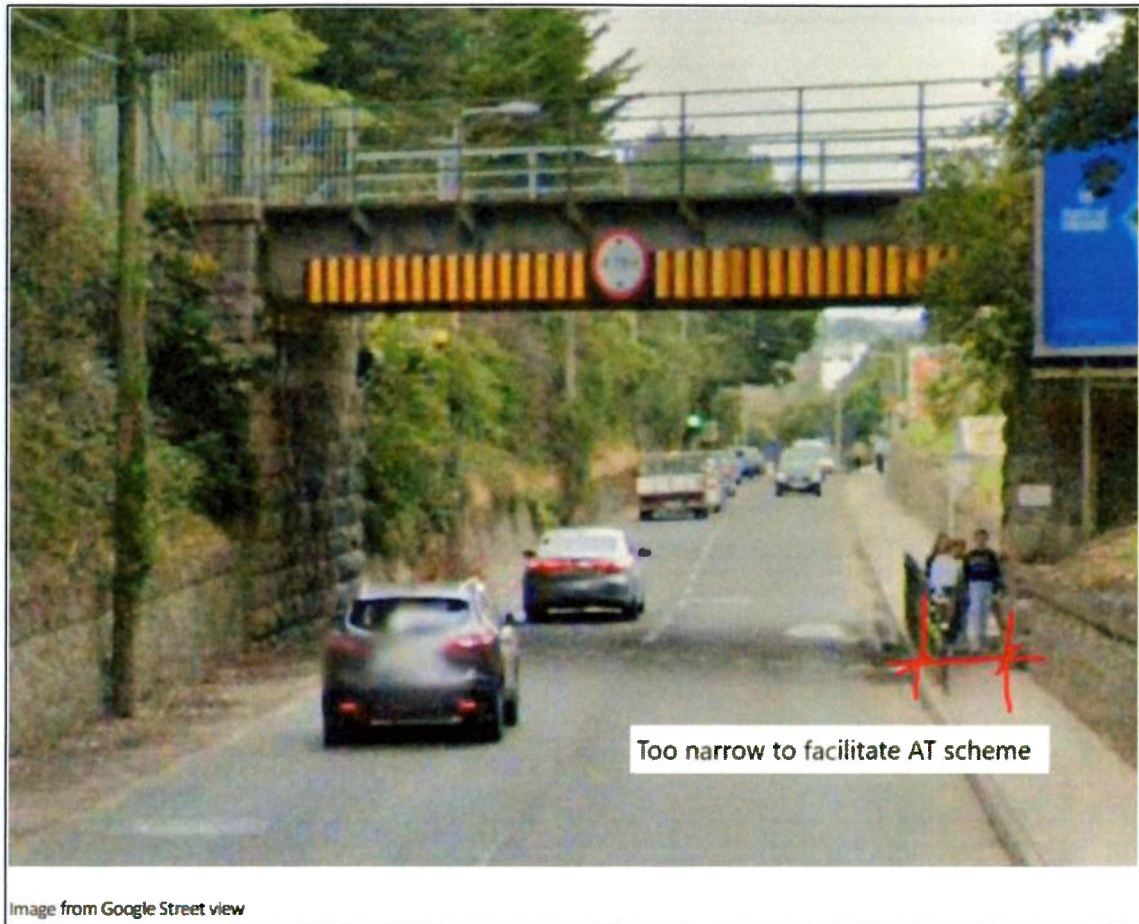
Transportation – 16/09/2024 – The applicant has submitted a Railway Order Planning Report with the application. It is stated in the report that “the primary objective of the DART+ Coastal North project is to deliver a higher frequency, higher capacity electrified rail service between Dublin City Centre and Drogheda and to support the rapid transition required to deliver on a low carbon climate resilient transport system.”

It is also stated that “The frequency and quality of service will provide a viable transport alternative to communities along the route and help encourage people to migrate from private car use. This will assist Ireland in reducing greenhouse gas emissions from transport and help combat climate change”.

The result of higher frequency and higher capacity of the electrified rail service will be greater numbers of passengers arriving and departing the stations that are expected to migrate from private car use. To assist the transition from private car usage, an Active Travel scheme from Drogheda Town centre to South Gate has been proposed.

McBride Train Station - Drogheda

Meath County Council and Louth County Council have entered into a Section 85 agreement to provide Active Travel infrastructure along the R-132, between Drogheda Town Centre and South Gate. The existing road cross section at the rail overbridge on the R-132 adjacent to McBride Station is too narrow to facilitate the vehicular traffic and the active travel scheme.



Bettystown Train Station

The proposed works do not include for the provision of a future train station at Bettystown and the access road to same. It is unclear that the proposed works would not prejudice the delivery of the train station and associated access road at Bettystown, which is an objective in the Meath County Development Plan.

BLMD OBJ 8

To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail (see OBJ 1 on the Land Use Zoning Map).

Recommendation: The applicant should be requested to provide required space for the active travel scheme along the R-132 that will facilitate safe access to the train station for pedestrians and cyclists from the surrounding residential areas. The applicant should be requested to demonstrate that the proposed development will not prejudice the delivery of the objectives in the Meath County Development Plan in relation to the new Bettystown train station and the access road to same.

Meath CDP 2021-2027: Written Statement for East Meath



Bettystown Land Use Zoning map – Meath CDP 2021-2027



Image 5-107 Bettystown Substation – Proposed Construction Compound (Source: ESRI)

Environment – Flooding & Surface Water – 20/09/2024 - From a flooding perspective, we have no issues and the proposal is acceptable.

Environment – Flooding & Surface Water – 01/10/2024 – Standard Conditions for the DART Project.

Architectural Conservation Officer - 03/10/2024

Planning Application Reference: DART Plus Coastal North Railway Order

Development: *'The National Development Plan 2021-2030 and DART+ Coastal North, the third of the DART+ Programme packages to be lodged with An Bord Pleanála for the approval of a Railway Order application'*

Applicant: NTA – National Transport Authority & Irish Rail

Agent: ARUP

Meath County Development Plan 2021-2027

Site Context

- **Recorded Protected Structures:**

- **91050 - Knocknagin Viaduct**

Knocknagin Viaduct is an iron rail bridge over the estuary of the River Delvin. Built circa 1844 as part of the Dublin-Drogheda Railway, with Sir John MacNeill as Engineer. Protected on Dublin side.

- **91073 - Laytown Viaduct**

Multiple-span cast-iron railway bridge built c.1850. Pairs of cast-iron columns supporting bridge with cast-iron parapet railings.

- **91072 - Laytown Station Masters House**

Detached three-bay two-storey station master's house, built c.1847, with a singlestorey projecting entrance porch. Pitched tile roof with two rendered chimneystacks and cast-iron rainwater goods

- **Recorded & Registered Monument:**

- **ME02919 – MOSNEY**

Ritual site - holy well

In order to make an informed assessment as to the effect on the existing Laytown Viaduct Structure we need to see how the new steel poles with electrification are attached to the existing steel structure? - Ref 02-Volume 3B Photomontages - Figure: 15.3.45.2 – Please request detail drawings of how it is proposed to attach new poles to carry cables to the existing structure.

From the submitted plans there appears to be no proposed parapet or viaduct modification works to Gormanston / Knocknagin Viaduct.

Policy Context – Meath County Development Plan 2021-2027

- **HER POL 16**

To protect the setting of Protected Structures and to refuse permission for development within the curtilage or adjacent to a protected structure which would adversely impact on the character and special interest of the structure, where appropriate.

- **HER POL 17**

To require that all planning applications relating to Protected Structures contain the appropriate accompanying documentation in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any variation thereof, to enable the proper assessment of the proposed works.

Appendix 2 – Comments received from the Elected Members of Meath Co. Council.

None received.

Appendix 3 – Items requested by An Bord Pleanála

Main relevant Development Plan provisions relating to the subject site and surrounding area. A clear indication of the current status of the relevant Development Plan and any Draft Plans should be given together with any relevant issues arising. Details of other relevant Plan provisions (e.g. Local Area Plans) and statement regarding status of these Plans (Adopted or in draft form).

- Relevant planning history relating to the subject site and the surrounding area.
- Relevant enforcement information relating to the subject site and the likely developer (if known).
- Relevant national, regional and local policies.
- Any SAAO which may be affected by the proposed development.
- European designations, National Heritage Areas, which may be affected by the proposed development (whether proximate to same).
- Protected Structures, Architectural Conservation Areas etc.
- Waste policy, which may be relevant to the proposed development. This will arise particularly in the case of applications for waste facilities where policies, objectives and other provisions of Waste Management Plans should be referred to in addition to the Development Plan
- Adequacy of the public water supply
- Public sewerage facilities and capacity to facilitate the proposed development.
- Availability and capacity of public surface water drainage facilities and any history of flooding relevant to the site.
- Assessment of landscape status and visual impact, as appropriate.
- Carrying capacity and safety of road network serving the proposed development
- Environmental carrying capacity of the subject site and surrounding area, and the likely significant impact arising from the proposed development, if carried out.
- Part V of the Planning and Development Act 2000 (social and affordable housing) provisions (which may be applicable).
- Description of any public use of adjoining, abutting of adjacent lands in the applicants ownership, and the planning authority's view on any condition which may be appropriate for the purpose of conserving a public amenity on those lands.
- Planning Authority view in relation to the decision to be made by ABP.
- Planning Authority view on conditions which should be attached in the event of ABP deciding to make a Railway Order.
- Planning Authority view on community gain conditions which may be appropriate.
- Details of relevant section 48/ 49 development contributions scheme conditions which should be attached.
- Details of special contributions conditions which should be attached along with detailed calculations and justifications for the conditions.
- Include views/ recommendations of all relevant department and personnel in the local authority as well as the Planning Authority's overall considered view on the proposal.

Appendix 4: Railway Order Application Documents

1. Draft Railway Order
2. Planning Report
3. Book of Reference/ Schedules
4. Railway Order Book 1, 2 and 3
5. EIAR
6. AA Screening & NIA
7. SSFRA

Appendix 5: Planning History

Section 7 of the SID Application sets out relevant planning references, noting the following in Co. Meath:

- **2360062** – Permission Granted to Iarnród Éireann C/O Liam Murphy (24/08/2023) for 1) Change of use of the station building (former goods shed) to staff offices including refurbishment works and all associated site works. 2) Retention Permission for the previously constructed single storey, flat roof extension (29 sqm) to the southern side of the existing Station Building. Location: Gormanston Station, Station Road, Gormanston, Co. Meath, K32 TK82.
- **LB190215** – Permission to KC Civil Engineering Limited (07/11/2019) for 38 no. residential units, 2-3 storeys in height with 78 no. car parking spaces and all associated ancillary infrastructure and site works on a Site of 0.945 Ha. The proposed residential development will incorporate the following residential units; (a) 10 no. houses (6 no. two-bed Houses and 4 no. three-bed Houses), (b) 6 no. three-bed Duplex units, (c) 22 no. apartments (2 no. One-bed Apartments, 14 no. Two-bed Apartments and 6 no. Three-bed Apartments), (d) Part V social Housing to include for 4 no. of the above units (Block G: 2 no. Two-bed apartments & 2 no. Three-bed Duplex units) and their associated parking spaces. Significant further information/revised plans submitted on this application. Location: Ardmore Avenue, Bettystown, Co. Meath.
- **212412** – On Appeal to ABP (ABP-314352-22) for the construction of 95 residential units. NIS lodged with application. Note application boundary is within ABP-305703. Location: Colp West, Drogheda, Co. Meath.
- **ABP-305703-19** – Permission Refused to Shannon Homes (11/02/2020) for a Strategic Housing Development of 357 no. residential units (169 no. houses and 188 no. apartments), a childcare facility and associated site works¹. Location: Colp West, Drogheda, Co. Meath.

In addition to those identified by the applicant, ABP are requested to consider the following:

Other Applications adjacent to the rail line (from south Meath to north Meath)

Gormanston (Td.)

- **87723** (Granted 06/09/1987) for an Extension to dwelling.
- **911300** (Granted 17/01/1992) for an Extension to dwelling.
- **94440** (Granted 26/06/1994) for Alterations and extension to dwelling
- **9565** (Granted 24/03/1995) for a Variation to approved plans (planning ref. no. 94/440) for alterations and extension to dwelling.
- **SA40369** (Granted) for An extension and renovation to the existing dwelling house including a second floor extension, a new proprietary waste water treatment system and percolation area together with all associated site works.
- **014172** (Granted 26/06/2001) for Demolition of existing residence and construct new dormer residence, stables and tack room inclusive of new pura-flow system.

¹ <https://www.pleanala.ie/en-ie/case/305703>

Gormanston Railway Station

- **2360062** (Granted 23/07/2023) for 1) change of use of the station building (former goods shed) to staff offices including refurbishment works and all associated site works. 2) retention permission for the previously constructed single sto.... at Gormanston Railway Station.
- **SA801043** (Granted 03/06/2008) for A new footbridge with associated stairs and lifts connection the two platforms at Gormanston Railway Station.
- **SA70684** (Granted 25/06/2008) for the proposed demolition of existing railway station building and change of use, refurbishment and extension of station goods store to new railway station including associated site works. Further information/revised plans received for this application at Gormanston Railway Station.
- **SA60607** (Granted 14/03/2007) for a car park expansion, on undeveloped land to the north of gormanstown station buildings. the existing car park will be remarked to include 5 new disabled spaces.the new car park will include new lighting and cctv for public safety. access will be made via.... at Gormanston Railway Station.
- **SA60437** (Granted 23/10/2006) for erection of a new potato store and grain store at Irishtown (Td.).

Mosney Village

- **89104** (Granted 06/04/1989) for a display area, with 4 mobile homes (caravans).
- **9074** (Granted 12/04/1990) for the demolition of 136 no. holiday chalet units and rebuild 42 new larger units on the same sites.
- **90418** (Granted 18/06/1990) for the retention of 38 caravans and construction of a new caravan park with 48 pitches.
- **921118** (Granted 22/06/1993) for the construction and installation of underground water discharge pipe & associated chambers through the townlands of mosney, briarleas and corballis.
- **PP7832** (24/04/2023) Pre-planning for a single wind turbine proposal.

Laytown Pitch & Putt (east of rail line)

- **981066** (Granted 29/09/1998) for an extension to existing clubhouse at Laytown Pitch And Putt.
- **SA70068** (Granted 16/08/2007) for a single storey extension to front elevation and replace existing felt flat roof with Kingspan sheeted roof.

St. Colmcilles GAA

- **SA S5 1403** (Section 5 - Internal works exempt; portaloos/ new sanitary facilities are not exempted development 24/02/2014) for refurbishment of 2 no. existing dressing rooms, the conversion of part of storeroom into another dressing room and the provision of portaloos.
- **LB S5 1966** (Section 5 - Not exempted development 15/01/2020) for floodlights.
- **SA100937** (Granted) for 1. erection of 4 no. 12m high lighting standards; 2. recolation of existing football pitch; 3. 6m x6m fenced plant enclosure. significant further information/revised plans submitted for this application....at St. Colmcilles GAA.

- **LB170771** (Granted 11/07/2018) for 1. construction of a new single storey pavillion. 2. proposed new entrance and car park. 3. all associated site works. significant further information/ revised plans submitted on this application.... at St. Colmcilles GAA Club.
- **PP3650** (Jan 2014) Pre-planning regarding a single storey changing unit.

West of GAA club

- **SA20129** (Granted 09/06/2002) for an increase the existing single storey section of the dwelling to a dormer, providing two additional rooms, two new bay windows to the front, two separate single storey extensions to the rear, clad the existing facade with stone, a new garage to the side....
- **96716** (Granted 30/07/1996) for retention of garage conversion, together with permission for alterations and extension to dwelling....
- **LB180829** (Granted 13/03/2019) for Conversion of existing single storey garage to side of existing dwelling including internal and external alterations and construction of a new first floor extension over same for use as a granny flat associated with main dwelling
- **SA60275** (Granted 31/07/2006) for a single storey extension to side and rear of existing dwelling house and increased ridge height, internal alterations to floor layout, alterations to existing footprint and elevations and provision of front porch to existing dormer dwelling and all associ...
- **SA40251** (Granted 21/10/2004) for the demolition of existing dwelling and construction of a two storey dwelling with bio-cycle waste water treatment system and all associated site development works with revised plans from a request for further information....
- **981227** (Granted 21/11/1998) to renovate my dwelling including dormer roof and dormer windows to the front as per plans lodged...
- **911458** (Granted 22/02/1992) for retention of extension to existing dwellinghousez.
- **SA70265** (Granted 11/07/2007) for the erection of a new brick boundary wall & piers to public roadway and to adjoining property, to replace existing hedge. new gate posts and retention of existing gates.

Laytown Railway Bridge/ Station

- **P805010 Part 8 Planning Application** (Permission to proceed 14/04/2005) for a pedestrian bridge across the River Nanny in the Nich and Corballis (Td.) **at Laytown Footbridge and Railway Bridge.**
- **23222** (Granted 23/07/2023) for a new 24 metres monopole telecommunications support structure carrying antennas, dishes, associated equipment, ground-based equipment cabinets, fencing and all associated site development works for high-speed wireless data and broadband services. This is.. at Laytown Railway Station.

Laytown (west of Train Station) – Strategic Employment Zone

- **22674** (Incomplete Application 24/05/2022) for 569 no. units (including private open space) (each unit comprising a detached, single storey two-bedroom property (c. 33 sq m each): playground; car parking spaces; bicycle parking spaces; alterations to the existing ace...

Laytown (east of line)

- **LB180823** (Granted 18/09/2018) for alterations to the existing dwelling involving the demolition of a small extension, elevational changes, construction of a new single storey extension to rear and conversion of adjacent outbuilding, together with all associated site works
- **931163** (Granted 27/03/1994) for retention of position of existing dwelling and new extension to same.
- **21166** (Granted 25/03/2021) for 1 no. two storey 2 bed terraced house with private open space including new boundary wall fence and all associated works and services. the proposed development will also consist of relocation of existing pedestrian access at t....
- **SA70526** (Granted 20/11/2007) for Modifications to existing permitted development (meath county council reg ref sa/50414, an bord pleanalá ref no. pl17.217515) in area b (no.s 1-5 the grove square), to comprise change of house type of four no. semi-detached and one no. detached previous...
- **SA40146** (Granted 21/07/2004) for an extension consisting of a sunroom at rear and a playroom at side of dwelling.
- **LB181243** (Granted 16/12/2018) for construction of a new single storey pitched roof extension to the side and rear of the existing dwelling to comprise of new kitchen, dining, living, utility & playroom inclusive of all interior alterations to existing dwelling & associated siteworks, lan...
- **SA40406** (Granted 12/12/2004) for 2 no. 4 bed semi-detached houses, modification to road layout and associated site works on a site of circa 0.17 hectares adjacent to no. 11 the rise (reg ref 01/4030) and no. 21 the grove (ref 99/1888).
- **SA802949** (Granted 11/12/2008) for the construct a ground floor extension to the side of the existing dwelling, comprising of play room, study, utility room and w/c, along with all associated site development works
- **LB201301** (Granted 12/11/2020) for A single storey pitched roof extension to the side and rear with 7 no. rooflights and a pitched roof bay window to the front and a first-floor pitched roof extension to the rear of an existing two storey semi-detached dwelling and associated site works.
- **SA60168** (Granted 12/09/2006) for 2 storey extension to existing dwelling consisting of two bedrooms to first floor and kitchen/utility/garage to ground floor with passage to rear garden
- **SA130988** (Granted 21/02/2014) for Construction of a new single-storey "granny flat" extension to side of the existing dwelling (north west) with all associated site work
- **SA40098** (Granted 13/05/2004) for a 4 bed detached house and associated site works

Bettystown – Residential Development adjoining the proposed location of a New Rail Station and potential future access –

- **2360380** (Granted 25/06/2024) for Revisions to previously permitted plan ref lb/181385 including: 1) minor relocation of the permitted creche building and associated car parking, 2) deletion of permitted ESB substation, 3) deletion of permitted semi-detached houses 1 and 2 and replace....
- **LB181385** (Granted 20/06/2019) for Development in the townlands of sevitsland, betaghstown, and ministown in bettystown co. meath, located west of the narrowways road and to the south of the woodside residential development. the development will consist of construction of 98 no. housing u....
- **24221** (Granted 15/07/2024) for Eod construction of 86 no. residential units, a creche and associated site works.

- **SA60514** (Granted 14/03/2007) for residential scheme on a site of c.3.9 hectares located west of the narrowways road and to the south of the woodside residential development, in close proximity to the town centre and approximately midway between the town centre and the future railway stat...
- **SA111131** (Granted 15/02/2012) for extension of duration permission of planning sa/60514 - the development will consist of 1) 113 no. dwellings comprising 20 no. 1 bedroom, 53 no. 2 bedroom, 16 no. 3 bedroom and 24 no. 4 bedroom dwellings in a range of two and three storey buildings in
- **LB200998** (Granted 12/04/2021) for A change of house type to units 62-85 & 90-97 inclusive, from ground floor apartment with 2 storey maisonette over - in semi-detached blocks, to 2 storey 3-bed semi-detached houses. proposed houses to allow for an optional attic conversion and/or ground...
- **SA900017** (Granted 08/06/2009) to omit 12 number dwelling units comprising of 6 number 2 bed and 6 number 3 bed apartments and to construct 12 number dwelling units comprising of 6 number 2 bed and 6 number 3 bed town houses on revised site layout, connection to public services and al
- **LB190215** (Granted 29/09/2019) for 38 no. residential units, 2-3 storeys in height with 78 no. car parking spaces and all associated ancillary infrastructure and site works on a site of 0.945 ha. the proposed residential development will incorporate the following residential units; (a) 10...
- **921070** (Granted 13/11/1992) for a new extension and retention of existing alterations at no. 4 The Narrowways.

Colp East (Td.)

- **014323** (Granted 14/01/2003) to construct two-storey dormer dwelling and septic tank as submitted under further information response

Colp West (Td.)/ Southern Environs of Drogheda

- **LB180620** (Granted 02/08/2018) for demolition of the existing habitable house and construction of 1 no. 4 storey office building consisting of 2 no. blocks with a shared corner entrance/reception area and a screened plant area, solar panels and....
- **SA60660** (Granted 22/02/2007) for 24 no. duplex apartments in a 4 storey building (the fourth storey is provided by way of dormer style accomodation) comprising 14 no. 3 bedroom and 10 no. 2 bedroom dwellings, car-parking, landscaping and all associated site development works. the propo.....
- **981311** (Granted 08/01/1999) for (a) converting the existing stables/ coach house to 10 no of apart rooms, including change of roof height from single storey to two storey, changing of the opening sizes plus insertion of windows at wall & roof level. (b) new 24 no two s....

Appendix 6: Site Visit Photos 09/09/2024

Park Green Estate (off Colpe Road) – view towards existing rail-line from Park Vale (within housing estate)





Park Wood – Location of Proposed Substation (Google Images 2024)

View towards proposed substation at Colpe Road, Southern Environs of Drogheda along L-1611-0





L-16115-0 Bridge over Rail line (Between Pilltown Road and Colp)





Location of Proposed Entrance to Bettystown Substation/ Future Station site (off Narrowways Rd. L-5632-0)



View from Ardmore Housing Estate (off Narrowways Rd. L-5632-0) of location of Proposed Bettystown Substation/ Future Station site

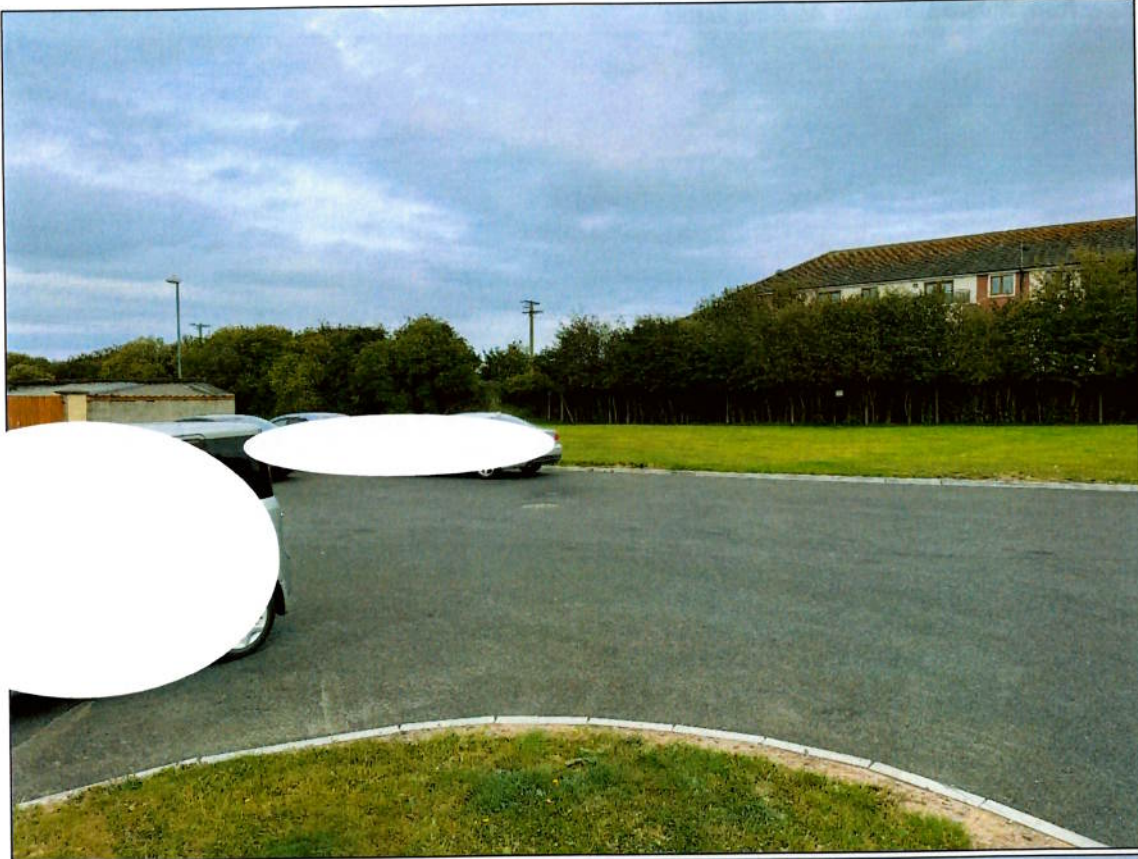






View from Alverno Heights Housing Estate









View of proposed Construction Compounds & Viaduct at Laytown from Pitch and Putt Rd (off L-16167-0)



View of proposed Compounds at GAA pitches along the Laytown Pitch and Putt Rd (off L-16167-0)









View of Existing Laytown Viaduct from L-16161-12



View of Existing Rail-line at Irishtown on the L-16163-0 bridge

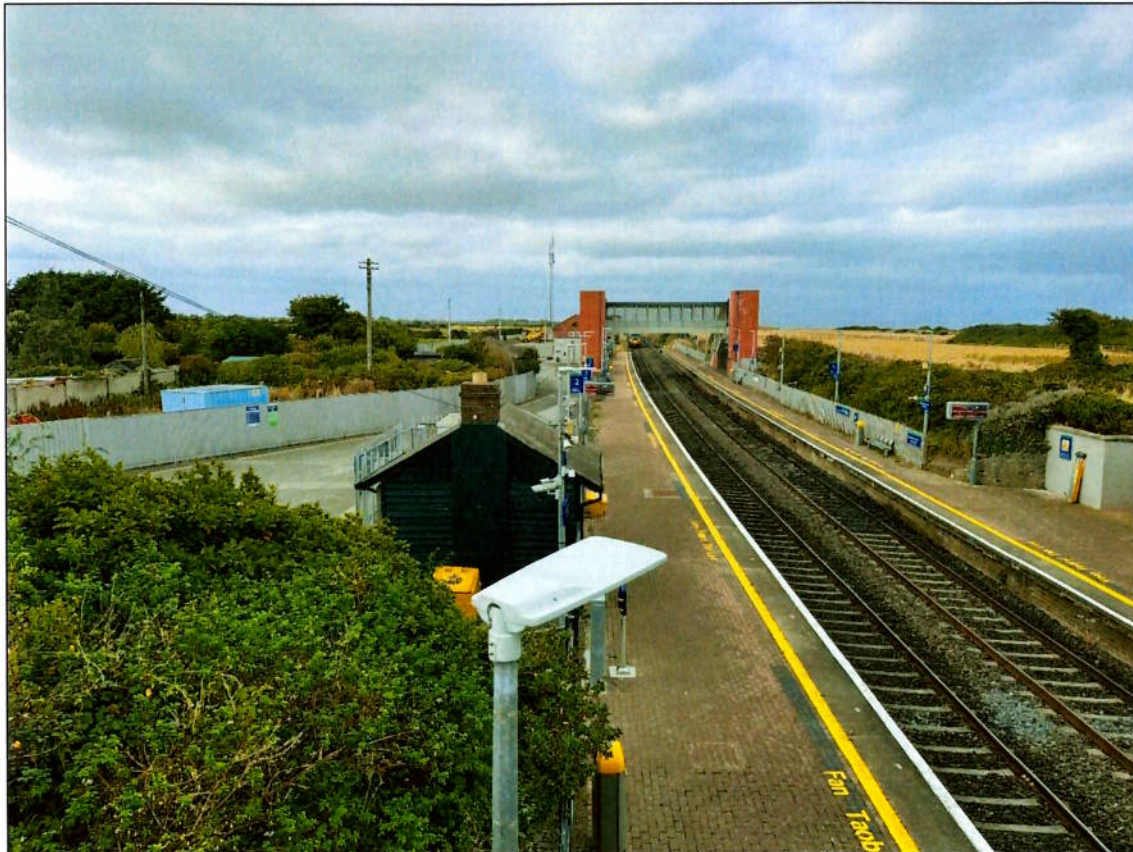


View of Existing Rail-line Bridge at L-16163-0





View from Overbridge at Existing Gormanston Train Station







View of Existing





Views at and from Gormanston Bay Beach at Delvin Bridge (L-5623-0)







Other Rail Crossings



