WICKLOW COUNTY COUNCIL

PLANNING & DEVELOPMENT ACTS 2000 (As Amended)
SECTION 5

Director of Services Order No: 1759/2022

Reference Number: EX 58/2022

Name of Applicant: Irish Rail/Iarnrod Eireann C/O Jacobs Engineering Ltd

Nature of Application: Section 5 Referral as to whether;

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow is or is not exempted development.

Location of Subject Site: Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow

Report from Andrew Spencer AP & Suzanne White SEP

With respect to the query under Section 5 of the Planning & Development Act 2000 as to whether

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow is or is not exempted development.

is or is not exempted development within the meaning of the Planning & Development Act 2000 (as amended)

Having regard to:

- The details received with this section 5 application (EX58/2022) on the 3rd October 2022.
- Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).

- Class 23 of Part 1, Schedule 2 and Schedule 5 and Schedule 7 of the Planning and Development Regulations, 2001 (as amended)

Main Reasons with respect to Section 5 Declaration:

1. The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.

2. The proposed works come within the scope of Class 23 of Part 1, Schedule 2 (Exempted – Development General, Development by statutory undertakers)

Recommendation

The Planning Authority considers that

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow **is development and is exempted development**

Signed _____ Dated 25th day of October 2022

ORDER:

_____

That a declaration to issue stating: That

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow.

is development and is exempted development within the meaning of the Planning & Development Acts 2000 (as amended).

Signed: _____ Dated 25th day of October 2022

Director of Services
Planning Development & Environment

Comhairle Contae Chill Mhantáin
Wicklow County Council

Áras An Chontae / County Buildings
Cill Mhantáin / Wicklow
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Forbairt Pleanála agus Comhshaol
Planning Development and Environment

Iranrod Eireann Infrastructure
C/O Jacobs Engineering Ltd
Merrion House,
Merrion Road
Dublin 4
D04 R2C5

October 2022

RE: Declaration in accordance with Section 5
of the Planning & Development Acts 2000 (As Amended)

I enclose herewith Declaration in accordance with Article 5 (2) (A) of the Planning & Development Act 2000 in respect of the following:

Exemption Ref. No: EX 58/2022

Applicant: Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow

Nature of Application:

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow

Location: Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow

Where a Declaration is used under this Section any person issued with a Declaration under subsection (2) (a) may, on payment to An Bord Pleanala of such fee as may be prescribed, refer a declaration for review by the Board within four weeks of the date of the issuing of the declaration by the Local Authority.

Is mise, le meas,

pp

ADMINISTRATIVE OFFICER
PLANNING DEVELOPMENT & ENVIRONMENT.

Comhairle Contae Chill Mhantáin
Wicklow County Council

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Planning Development and Environment

DECLARATION IN ACCORDANCE WITH ARTICLE 5 (2) (A) OF THE PLANNING & DEVELOPMENT ACT 2000 AS AMENDED

Applicant: Irish Rail/Iarnrod Eireann C/O Jacobs Engineering Ltd

Location: Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow

DIRECTOR OF SERVICES ORDER NO. 1759/2022

A question has arisen as to whether

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow is or is not exempted development.

Having regard to:

- The details received with this section 5 application (EX58/2022) on the 3rd October 2022.
- Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).
- Class 23 of Part 1, Schedule 2 and Schedule 5 and Schedule 7 of the Planning and Development Regulations, 2001 (as amended)

Main Reasons with respect to Section 5 Declaration:

1. The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.

2. The proposed works come within the scope of Class 23 of Part 1, Schedule 2 (Exempted – Development General, Development by statutory undertakers)

<u>The Planning Authority considers that</u>

- The addition of a mobility impaired access structure (MIAS 125 sqm floor space approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.

Comhairle Contae Chill Mhantáin
Wicklow County Council

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Planning Development and Environment

- Installation of tactile paving at the end of each platform

- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points at Arklow Railway Station, Saint Mary's Rd, Arklow, Co Wicklow.

is development but is exempted development.

Signed: _____
ADMINISTRATIVE OFFICER
PLANNING DEVELOPMENT & ENVIRONMENT

Dated October 2022

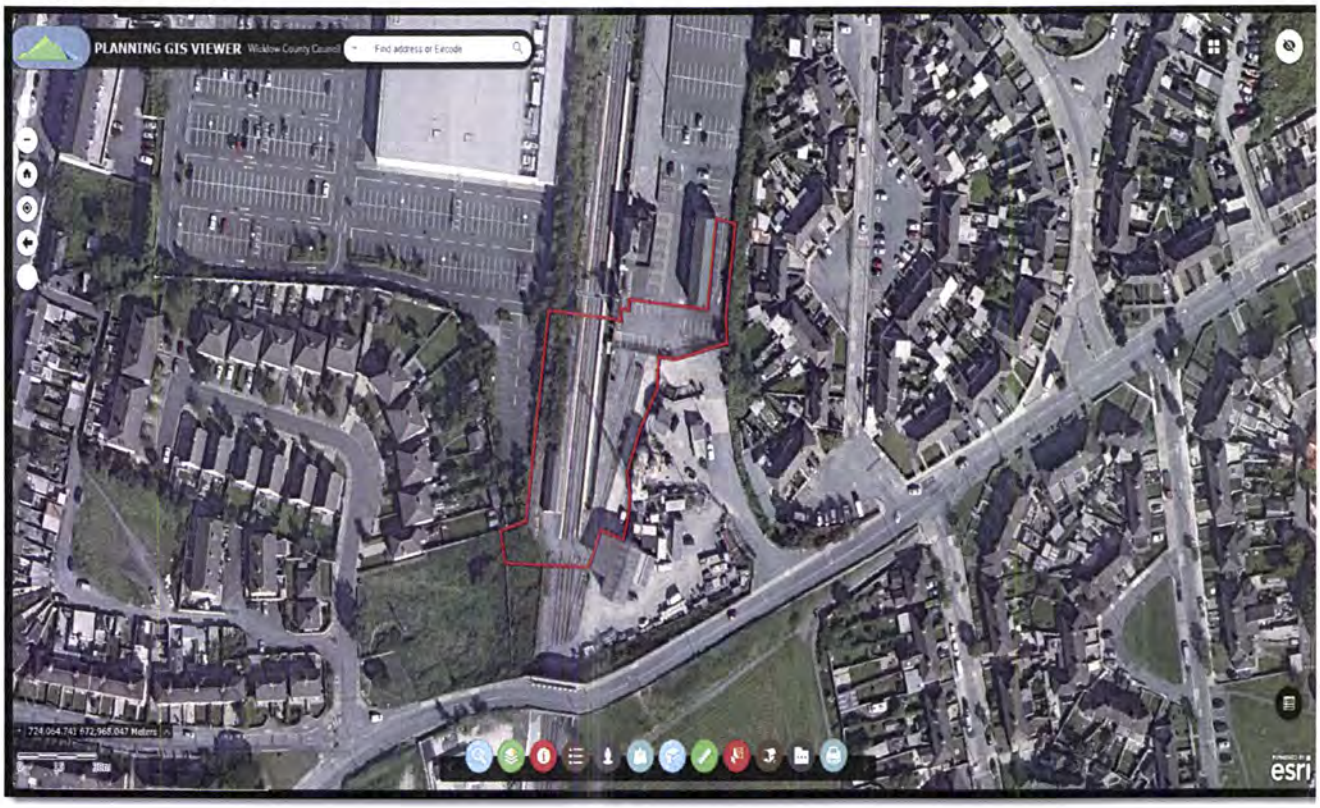
WICKLOW COUNTY COUNCIL
PLANNING DEPARTMENT
Section 5 – Application for declaration of Exemption Certificate

REF:	**EX58/2022**
NAME:	**IARNROD EIREANN INFASTRUCTURE C/O JACOBS ENGINEERING LTD.**
DEVELOPMENT:	**ACCESSIBILITY UPGRADE PROGRAMME AND WORKS.**
LOCATION:	**ARKLOW RAILWAY STATION (WITHIN CURTILAGE OF PROTECTED STRUCTURE RPS NO: A16) SAINT MARY'S ROAD, ARKLOW, CO. WICKLOW.**

The Site: Arklow railway station is located off Station Road c.400m south of Arklow's town centre. There is a car park serving the station located to the north east which is accessed from station road. The station is located within an area with a zoning objective *Employment which seeks to To provide for the development of enterprise and employment.* The station building is a protected structure (RPS no: A16) and is located adjacent to the east platform. The existing footbridge giving access to the west platform (to be retained) is located to the immediate south of the station building.

The area to the east and south west of the station is largely residential and is zoned *Existing Residential* within the Arklow Town plan 2018-2024. The area to the immediate west of the station is zoned *Town Centre* and is where Tesco supermarket is located.

Google Map Photo:



Relevant Planning History:
07610003 – Iarnrod Eireann Development consisting of car park expansion, on land to the east of Arklow Station buildings. An existing stone building, which is a protected structure, will be demolished The car park includes new lighting and CCTV. Access will be made from Station Road - Grant

07610155 – Iarnrod Eireann - Renovations to Arklow Railway Station which is a protected structure – Grant.

Question:
The applicant has applied to see whether or not the following is or is not development; and is or is not exempted development:

- *The addition of a mobility impaired access structure (MIAS 125 sqm floorspace approx.)*
- *Car parking improvements*
- *Compliant seating, standing rest bars and shelters on platforms.*
- *Upgrades to display and announcement installation of induction loops.*
- *Installation of tactile paving at the end of each platform*
- *New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.*

The applicant has submitted a full set of drawings and planning report in support of the Section 5 application.

Similar Section 5 Applications:
This application by Iarnrod Eireann is part of the company's Station Access Programme which comes under the umbrella of the NTA's Public Transport Accessibility Programme through which funding is provided. To date there have been a number of similar Section 5 applications namely:
Development at Little Island Station near Cork City (March 2021), Development at Gormanston Station, Co. Meath (Sept 2020) and Development at Dalkey Station which is a protected structure, Dun Laoghaire – Rathdown Council (June 2020).

Legislative Context:
Planning and Development Act 2000 (as amended):
Section 3(1) of the Act states the following in respect of 'development':
"In this Act, 'development' means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land."

Section 2(1) of the Act states the following in respect of 'works':

"*Any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal...*"

Section 4 sets out the types of works that while considered 'development', can be considered 'exempted development' for the purposes of the Act.

Section 4(2) sets out the framework of exempted development provided by the Minister through regulations.

Section 4(4) sets out that any development set out under the regulations made under Section 4(2) shall not be exempt if an Environmental Impact Assessment or Appropriate Assessment of the development is required.

Section 57(1) *the carrying out of works to a protected structure, or a proposed protected structure, shall be exempted development only if those works would not materially affect the character of—*

(a) the structure, or
(b) any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

Planning and Development Regulations, 2001 (as amended):
Article 6(1) states that certain classes of development which are specified in Schedule 2 shall be exempted development for the purposes of the Act, subject to compliance with any associated conditions and limitations;

Schedule 2 Exempted Development. Part 1 – General Class 23.

Development Description:
The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, except

(a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or

(b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.

Conditions and Limitations:
Any car park provided or constructed shall incorporate parking space for not more than 60 cars.

Article 9(1)(a) details a number of circumstances under which the development to which Article 6 relates shall not be exempted development for the purposes of the Act;

These include:

If the carrying out of such development would—

(i) contravene a condition attached to a permission under the Act or be inconsistent with any use specified in a permission under the Act,
(ii) consist of or comprise the formation, laying out or material widening of a means of access to a public road the surfaced carriageway of which exceeds 4 metres in width,
(iii) endanger public safety by reason of traffic hazard or obstruction of road users,
(iv) except in the case of a porch to which class 7 specified in column 1 of Part 1 of Schedule 2 applies and which complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1, comprise the construction, erection, extension or renewal of a building on any street so as to bring forward the building, or any part of the building, beyond the front wall of the building on either side thereof or beyond a line determined as the building line in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,
(v) consist of or comprise the carrying out under a public road of works other than a connection to a wired broadcast relay service, sewer, water main, gas main or electricity supply line or cable, or any works to which class 25, 26 or 31 (a) specified in column 1 of Part 1 of Schedule 2 applies,
(vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,
(vii) consist of or comprise the excavation, alteration or demolition (other than peat extraction) of places, caves, sites, features or other objects of archaeological,

geological, historical, scientific or ecological interest, the preservation, conservation or protection of which is an objective of a development plan or local area plan for the area in which the development is proposed or, pending the variation of a development plan or local area plan, or the making of a new development plan or local area plan, in the draft variation of the development plan or the local area plan or the draft development plan or draft local area plan,

(viiA) consist of or comprise the excavation, alteration or demolition of any archaeological monument included in the Record of Monuments and Places, pursuant to section 12 (1) of the National Monuments (Amendment) Act 1994, save that this provision shall not apply to any excavation or any works, pursuant to and in accordance with a consent granted under section 14 or a licence granted under section 26 of the National Monuments Act 1930 (No. 2 of 1930) as amended,

(viiB) comprise development in relation to which a planning authority or An Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an appropriate assessment because it would be likely to have a significant effect on the integrity of a European site,

(viiC) consist of or comprise development which would be likely to have an adverse impact on an area designated as a natural heritage area by order made under section 18 of theWildlife (Amendment) Act 2000.

(viii) consist of or comprise the extension, alteration, repair or renewal of an unauthorised structure or a structure the use of which is an unauthorised use,

(ix) consist of the demolition or such alteration of a building or other structure as would preclude or restrict the continuance of an existing use of a building or other structure where it is an objective of the planning authority to ensure that the building or other structure would remain available for such use and such objective has been specified in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,

(x) consist of the fencing or enclosure of any land habitually open to or used by the public during the 10 years preceding such fencing or enclosure for recreational purposes or as a means of access to any seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility,

(xi) obstruct any public right of way,

(xii) further to the provisions of section 82 of the Act, consist of or comprise the carrying out of works to the exterior of a structure, where the structure concerned is located within an architectural conservation area or an area specified as an architectural conservation area in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan and the development would materially affect the character of the area,

(b) in an area to which a special amenity area order relates, if such development would be development:—

(i) of class 1, 3, 11, 16, 21, 22, 27, 28, 29, 31, (other than paragraph (a) thereof), 33 (c) (including the laying out and use of land for golf or pitch and putt or sports involving the use of motor vehicles, aircraft or firearms), 39, 44 or 50(a) specified in column 1 of Part 1 of Schedule 2, or

(ii) consisting of the use of a structure or other land for the exhibition of advertisements of class 1, 4, 6, 11, 16 or 17 specified in column 1 of Part 2 of the said Schedule or the erection of an advertisement structure for the exhibition of any advertisement of any of the said classes, or

(iii) of class 3, 5, 6, 7, 8, 9, 10, 11, 12 or 13 specified in column 1 of Part 3 of the said Schedule, or

(iv) of any class of Parts 1, 2 or 3 of Schedule 2 not referred to in subparagraphs (i), (ii) and (iii) where it is stated in the order made under section 202 of the Act that such development shall be prevented or limited,

(c) if it is development to which Part 10 applies, unless the development is required by or under any statutory provision (other than the Act or these Regulations) to comply with procedures for the purpose of giving effect to the Council Directive,

(d) if it consists of the provision of, or modifications to, an establishment, and could have significant repercussions on major accident hazards.

Schedule 5 details the criteria/thresholds to establish if EIA is required.

Schedule 7 details the criteria/sub-threshold assessment to establish if EIA is required.

Assessment:

The Section 5 declaration application seeks an answer to the question: whether or not the following works:

- *The addition of a mobility impaired access structure (MIAS 125 sqm floorspace approx.)*
- *Car parking improvements*
- *Compliant seating, standing rest bars and shelters on platforms.*
- *Upgrades to display and announcement installation of induction loops.*
- *Installation of tactile paving at the end of each platform*
- *New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.*

is or is not development; and is or is not exempted development.

The first assessment must be whether or not the proposal outlined above constitutes development within the remit of Section 3 of the Planning and Development Act 2001. In this regard, Section 3 of the Planning and Development Act provides that.
"development" means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land.

It should be noted that Section 2 of the Act defines works as:
"works" include any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal.

I am satisfied that the above proposal involves works to the railway station and therefore constitutes development.

The second assessment is to determine whether or not the proposal would be exempted development under the Planning and Development Act 2000 (as amended) or it's associated Regulations.

Having established that the works proposed constitute development I consider the relevant legislation in determining if the works are exempt or not are·

Section 57-(1)
Article 6 Regs - Class 23
Article 9 Potential restrictions on Class 23.

Section 57–(1):
Notwithstanding section 4(1)(a), (h), (i), F425[(ia)] (j), (k), or (l) and any regulations made under section 4(2),] the carrying out of works to a protected structure, or a proposed protected structure, shall be exempted development only if those works would not materially affect the character of—
(a) the structure, or
(b) any element of the structure which contributes to its special architectural, historical,

Regarding Section 57 and the development proposed, I consider that as there are no proposed works to the railway station building which impact on the architectural or historical significance of the building and as the works being carried out are integral to the proper day to day functioning of a railway station, the proposed works do not materially affect the station's character.

Class 23:
Schedule 2 Exempted Development Part 1 – General Class 23.

Development Description:
The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, except
(a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or
(b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.

Conditions and Limitations:
Any car park provided or constructed shall incorporate parking space for not more than 60 cars.

The applicant, Iarnrod Eireann is a statutory railway undertaker. The limitation in this instance is not relevant as the car park is existing, with no new spaces proposed and the works to same consisting only of improvements

As part of the submission the applicant included reference to a High Court Case Coras Iompar Eireann & Anor v An Bord Pleanala [2008] IEHC 295. The decision of the High Court referred to the fact that the provisions in Section 57(1) of the Planning and Development Act 2000 (as amended)(see above) needed to be seen in the context of Section 4(1)(h) and section 4(2) of the Planning and Development Act 2000 (as amended) and observed that it is under section 4(2) that 'the regulations are made and the general exemption provided to railway undertakings in Class 23 is, therefore, exempted development.

In addition, the relevance of this exemption class is further reinforced by Class 23 of Part 1, Schedule2 (Exempted Development-General) of the Planning and Development Regulations, 2000 (as amended) having as a sub title '*Development by Statutory Undertakers'* of which Iarnrod Eireann is one.

Article 9 Potential restrictions on Class 23 (relevant sub articles):

Development to which article 6 relates shall not be exempted development for the purposes of the Act—

(a) if the carrying out of such development would—

(viiB) comprise development in relation to which a planning authority or An Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an appropriate assessment because it would be likely to have a significant effect on the integrity of a European site,

(viiC) consist of or comprise development which would be likely to have an adverse impact on an area designated as a natural heritage area by order made under section 18 of the Wildlife (Amendment) Act 2000.

Having regard to Schedules 5 and 7 of the Planning and Development Regulations 2001 (as amended) I am satisfied that the proposed development satisfies the criteria of a sub threshold development respecting Environmental Assessment Requirements.

Thus regarding Appropriate Assessment.
It is considered that due to the nature and scale of the proposed development, and the distance to the nearest European site, no Appropriate Assessment issues arise and that the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects on a European site.

Thus regarding Environmental Impact Assessment:
Based on the information submitted it is reasonable to conclude that there is no real likelihood of significant effects on the environment arising from the proposed development and an environmental impact assessment is not required.

Recommendation:
Having regard to the provisions of Section 2(1), Section 3(1), Section 4, Section 4(1)(h), Section 4(2), Section 4(4), Section 57(1), of the Planning and Development Act 2000 (as amended) and Class 23 of Part 1, Schedule 2 (Exempted Development – General) of the Planning and Development Regulations, 2001 (as amended) it is considered that the proposed works namely:

- The addition of a mobility impaired access structure (MIAS 125 sqm floorspace approx.)
- Car parking improvements
- Compliant seating, standing rest bars and shelters on platforms.
- Upgrades to display and announcement installation of induction loops.
- Installation of tactile paving at the end of each platform
- New compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.

is development and constitutes exempted development.

Main Considerations with respect to Section 5 Declaration:

- The details received with this section 5 application (EX58/2022) on the 3rd October 2022.
- Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).
- Class 23 of Part 1, Schedule 2 and Schedule 5 and Schedule 7 of the Planning and Development Regulations, 2001 (as amended)

Main Reasons with respect to Section 5 Declaration:

1) The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.

2) The proposed works come within the scope of Class 23 of Part 1, Schedule 2 (Exempted – Development General, Development by statutory undertakers)

Andrew Spencer
Assistant Planner

20/10/2022

Agreed
SEP
21/10/22

Agreed
BK
DOS.
25/10/22

Comhairle Contae Chill Mhantáin
Wicklow County Council

Forbairt Pleanála agus Comhshaol
Planning Development and Environment

MEMORANDUM

Áras An Chontae / County Buildings
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WICKLOW COUNTY COUNCIL

TO: Andrew Spencer
Assistant Planner

FROM: Crystal White
Assistant Staff Officer

RE:- EX 58/2022 - Declaration in accordance with Section 5 of the Planning & Development Acts 2000 (as amended)
Accessibility upgrade program & works at Arklow Railway Station

I enclose herewith for your attention application for Section 5 Declaration received 5th of October 2022.

The due date on this declaration is the 1st November 2022.

Senior Staff Officer
Planning Development & Environment

Comhairle Contae Chill Mhantáin
Wicklow County Council

Forbairt Pleanála agus Comhshaol
Planning Development and Environment

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Suíomh / Website: www.wicklow.ie

06/10/2022

Iarnrod Eireann Infrastructure
C/O Jacobs Engineering Ltd
Merrion House
Merrion Road
Dublin 4
D04 R2C5

RE: Application for Certificate of Exemption under Section 5 of the Planning and Development Acts 2000 (as amended). Ex 58/2022
Accessibility upgrade program & works at Arklow Railway Station

A Chara

I wish to acknowledge receipt on the 05th of October 2022 details supplied by you in respect of the above section 5 application. A decision is due in respect of this application by 01/11/2022.

Mise, le meas

SENIOR EXECUTIVE OFFICER
PLANNING DEVELOPMENT AND ENVIRONMENT

Jacobs

Challenging today.
Reinventing tomorrow.

Merrion House
Merrion Road
Dublin 4, D04 R2C5
Ireland

T +353 (0)1 269 5666
F +353 1 269 5497
www.jacobs.com

26 September 2022

Dear Sir/Madam
Re: Arklow Railway Station, Arklow, Wicklow,

Enclosed is an application for a Section 5 Declaration of Exemption for works at Arklow Railway Station submitted on behalf of Iarnrod Eireann by Jacobs Engineering as their agents.

The works comprise:

- the addition of a mobility impaired access structure (MIAS)
- car park improvements
- compliant seating, standing rest bars and shelters on both platforms
- upgrades to display and announcement systems
- installation of induction loops
- installation of tactile paving at the end of each platform
- new compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.

The following documents are included:

Section 5 Declaration application form

Planning report with the following appendices:

- Gormanston Legal Opinion
- Appropriate Assessment Screening Report
- Environmental Screening Report
- Irish Rail cover letter

Site Layout and Location Plans (in the planning report)
Scaled Drawings

Please note that the fee will be paid separately on receipt of the application.
We would be obliged therefore if this application could be validated for consideration at your earliest convenience. If there are any queries please contact Paul Iliffe at Jacobs Engineering

Yours Sincerely

Crystal White

From: Crystal White
Sent: Wednesday 5 October 2022 10:08
To: 'paul.iliffe@jacobs.com'
Subject: FW: Section 5 Application

Hi Paul,

Section 5 Application received, there is no Section 5 Application. Application form must be filled in and submitted and specifically the description of works to which the application relates. The report you have submitted describes various works, but as it's not clearly set out in one place.

Please find attached for ease of reference a link to Section 5 Application form, once form has been filled in and clearly describes work application can be reviewed.
Exempted Development | Wicklow.ie

Many thanks,

Kind regards,

Crystal White
Assistant Staff Officer| Planning & Environment Directorate Wicklow County Council | County Buildings | Station Road | Wicklow Town Co. Wicklow | A67 FW96 |0404 20100 | Fax: 0404 67792 | http://www.wicklow.ie

Wicklow County Council
County Buildings
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Co Wicklow
Telephone 0404 20148
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Office Use Only

Date Received _____

Fee Received _____

APPLICATION FORM FOR A DECLARATION IN ACCORDANCE WITH SECTION 5 OF THE PLANNING & DEVELOPMENT ACTS 2000(AS AMENDED) AS TO WHAT IS OR IS NOT DEVELOPMENT OR IS OR IS NOT EXEMPTED DEVELOPMENT

1. Applicant Details

(a) Name of applicant: Iarnród Éireann Infrastructure
Address of applicant: Engineering and New Works Building, CIE Works, Inchicore, Dublin 8

Note Phone number and email to be filled in on separate page.

WICKLOW COUNTY COUNCIL
CUSTOMER SERVICE
05 OCT 2022
15-32 pm

2. Agents Details (Where Applicable)

(b) Name of Agent (where applicable) Jacobs Engineering IE Limited

Address of Agent : Merrion House, Merrion Road, Dublin 4, D04 R2C5

Note Phone number and email to be filled in on separate page.

3. Declaration Details

WICKLOW COUNTY COUNCIL
05 OCT 2022
PLANNING DEPT.

i. Location of Development subject of Declaration___Arklow Railway Station, St Mary's Road, Arklow, County Wicklow, Y14 YD89

ii. Are you the owner and/or occupier of these lands at the location under i. above ? Yes

iii. If 'No' to ii above, please supply the Name and Address of the Owner, and or occupier_____

iv. Section 5 of the Planning and Development Act provides that : If any question arises as to what, in any particular case, is or is not development and is or is not exempted development, within the meaning of this act, any person may, an payment of the prescribed fee, request in writing from the relevant planning authority a declaration on that question. You should therefore set out the query for which you seek the Section 5 Declaration

Do the following works at Arklow Railway Station constitute works:

- the addition of a mobility impaired access structure (MIAS) (125 sqm floorspace approximately)
- car park improvements
- compliant seating, standing rest bars and shelters on both platforms
- upgrades to display and announcement systems
- installation of induction loops
- installation of tactile paving at the end of each platform
- new compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.

Additional details may be submitted by way of separate submission.

v. Indication of the Sections of the Planning and Development Act or Planning Regulations you consider relevant to the Declaration Class 23 of the Planning & Development Regulations 2001-2022 as set out in the submitted Planning Report.

Additional details may be submitted by way of separate submission.

vi. Does the Declaration relate to a Protected Structure or is it within the curtilage of a Protected Structure (or proposed protected structure) ? Yes

vii. List of Plans, Drawings submitted with this Declaration Application:

- Site Location Plan (Figure 1 of Planning Report)
- Location Plan (Figure 2 of Planning Report)
- Existing Location Plan (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0100)
- Location Plan (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0101)
- Platform Level Plan (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0111)
- Upper Level Plan (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0112)
- Roof Level Plan (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0113)
- Contextual Elevations (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0201)
- Elevations (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0202)
- Elevations (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0203)
- Sections (D3483800-JAC-ARC-ARKL-ZZ-DR-Z-0204)

viii. Fee of € 80 Attached ? To be paid separately

Signed : Dated : 3/10/22.

Additional Notes :

As a guide the minimum information requirements for the most common types of referrals under Section 5 are listed below :

A. Extension to dwelling - Class 1 Part 1 of Schedule 2

- Site Location Map
- Floor area of structure in question - whether proposed or existing.
- Floor area of all relevant structures e.g. previous extensions.
- Floor plans and elevations of relevant structures.
- Site Layout Plan showing distance to boundaries, rear garden area, adjoining dwellings/structures etc.

Wicklow County Council
County Buildings
Wicklow
0404-20100

03/10/2022 15 45 45

Receipt No. L1/0/302426

PAUL ILIFFE
JACOBS ENGINEERING LTD
MERRION HOUSE
MERRION RD
COUNTY DUBLIN

EXEMPTION CERTIFICATES	80 00
GOODS 80 00	
VAT Exempt/Non-vatable	

Total	80 00 EUR

Tendered	
Credit Card	80 00

Change	0 00

Issued By Cashier5MW
From Customer Service Hub
Vat reg No.0015233H

Jacobs

Arklow Railway Station Accessibility Upgrade Works Section 5 Planning Report

Document no: D3483800-JAC-GEN-ARK_
Revision no: P01

Irish Rail/Iarnród Éireann
7483 Lot 1

Station Accessibility
22 September 2022

Jacobs

Arklow Railway Station Accessibility Upgrade Works Section 5 Planning Report

Client name:	Irish Rail/Iarnród Éireann		
Project name:	Station Accessibility		
Client reference:	7483 Lot 1	**Project no:**	D3483800
Document no:	D3483800-JAC-GEN-ARK_	**Project manager:**	John-Luke Treadgold
Revision no:	P01	**Prepared by:**	Paul Iliffe
Date:	22 September 2022	**File name:**	D3483800-JAC-GEN-ARK_
Doc status:	Planning		

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1. Introduction

1.1 Project Background

Irish Rail / Iarnród Éireann is currently undertaking an accessibility upgrade programme for a number of train stations located around Ireland. The work involved in this accessibility upgrade programme includes improvements to station buildings and associated infrastructure, primarily carparks and points of access / egress, where necessary, as well as the provision of a mobility impaired access structure (MIAS), access ramps, lifts, hand-railings, improved lighting, surfacing and signage amongst other measures. Jacobs Engineering have been appointed by Irish Rail / Iarnród Éireann (hereafter referred to as Irish Rail) to make an application to Wicklow County Council for a Section 5 declaration regarding the proposed development at Arklow Railway Station (hereafter referred to as Arklow Station). Other stations in County Wicklow in Irish Rail's upgrade programme include Rathdrum Railway station and Wicklow Railway Station. We consider that the works at Arklow Station comprise exempted development, and as such, this application is seeking a Section 5 declaration to confirm the exempted development status.

The Disability Act 2005 ('the Act') is a key part of the National Disability Strategy launched by Government in 2004. A key objective of the Act was to ensure that access for people with disabilities would become an integral part of service planning and provision. The Act stipulates that Public Bodies should make their buildings accessible to people with disabilities.

Irish Rail has commenced a significant national programme of works to make all stations accessible to mobility and sensory impaired customers in compliance with the Disability Act 2005.

Features of accessible mainstreamed public transport include the following:

- Full unassisted access for wheelchair users (and for people with prams and buggies) including, where appropriate, accessible toilets and lifts.
- Features to aid people with difficulties in walking, gripping, reaching or balancing, including slip resistant surfaces, handrails and handholds.
- Facilities to aid people with vision impairments, deafness or hearing loss, and other impairments. These include the consistent use of colour contrasts, clear signage and lighting, non-reflective surfaces, audio and visual announcements, tactile and audible guidance surfaces, warning systems and induction loops.
- Facilities to aid people with learning disabilities or mental health problems. These include clear oral and written information and consistent staff training in recognising and understanding the needs of people.

2. Description of Proposed Development

2.1 Site Context

Arklow is situated on the mouth of the River Avoca that has become a commuter town due to its proximity to Dublin. The town is bypassed by the M11 from Dublin to Rosslare to the west but is served by the regional route R772 that runs to the west of Arklow Station through the centre of the town that is on both sides of the River Avoca. Arklow Station is located to the south of the town centre that has a wide range of shopping, recreational and social infrastructure.

Arklow town is served by the Dublin to Rosslare rail line as well as the commuter service from Dublin to Gorey that connects with the Dart. The railway station is within walking distance of the town centre.

The Location Map in **Figure 1** shows how the Dublin to Rosslare rail line lies to the east of a commercial area located on the R772 including the Tesco Extra site immediately adjacent to the railway station. The station is accessed from St Mary's Road to the north of the station that is adjacent to a predominantly residential area. A medical surgery, primary school and secondary school are located to the north, and commercial uses including the Jones Oil depot site immediately to the south that has a railway siding and mixture of more industrial buildings and structures. The station's immediate environs are characterised by a mix of uses, structures and buildings.

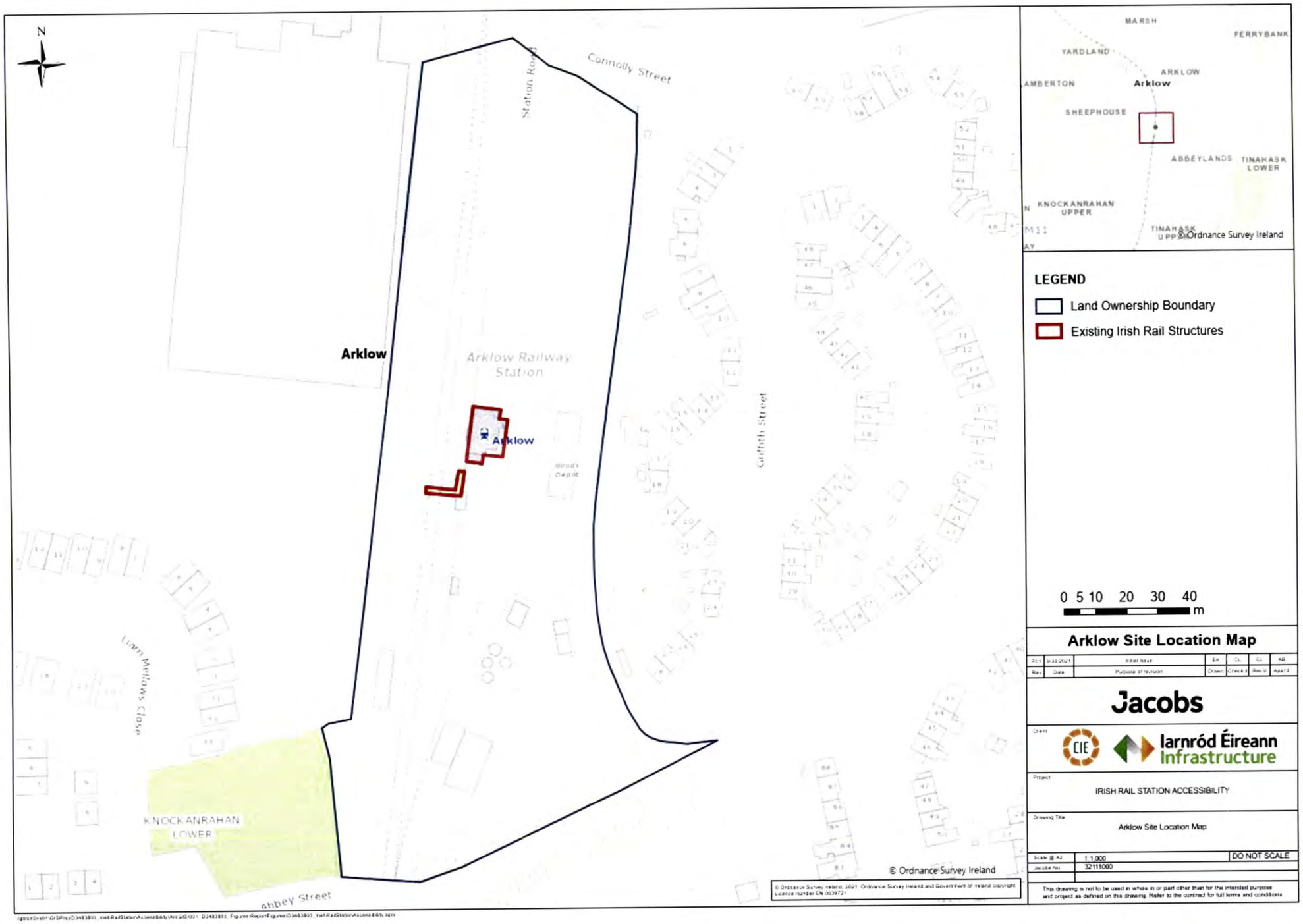

Figure 1. Arklow Site Location Plan

Arklow has experienced sustained residential growth as a commuter town to Dublin as well as having a large catchment area of its own. This can be attributed to the town's proximity to Dublin and the fact that the town is served by a railway link, and the range of community, retail and employment uses that it supports.

The existing Arklow Station comprises two platforms one of which is on a 'passing loop' that allows trains traveling in opposite directions to pass one another. The main station building is located on the eastern platform, Platform 1, with the two-track railway line running approximately north to south. There are three covered shelters, one on Platform 1 and the other two on the western platform, Platform 2. A MIAS crossing the railway line lies to the west of the station master's house, while a small carpark is located to the north of the station building.

2.2 Proposed Mobility Impaired Access Structure

The purpose of the proposed Mobility Impaired Access Structure (MIAS) within Arklow Station is to provide access for mobility impaired passengers. These will include passengers with a disability and wheelchair users.

Arklow is an operational station but presently the current layout and facilities restricts the type of passengers who can easily avail of the rail service to primarily able-bodied passengers only. The proposed development is being progressed as part of Irish Rail's Accessibility Programme, involving works to make the station 'un-assisted wheelchair accessible' and thereby adhering to the requirements under the Disability Act 2005.

The MIAS in Arklow Station will be for the express purpose of facilitating mobility impaired passengers within the station environs. The MIAS is a structure that is a hybrid assembly of different concrete and steel elements including a pair of staircases (two flights each), free standing lift shafts, support portals and a walkway.

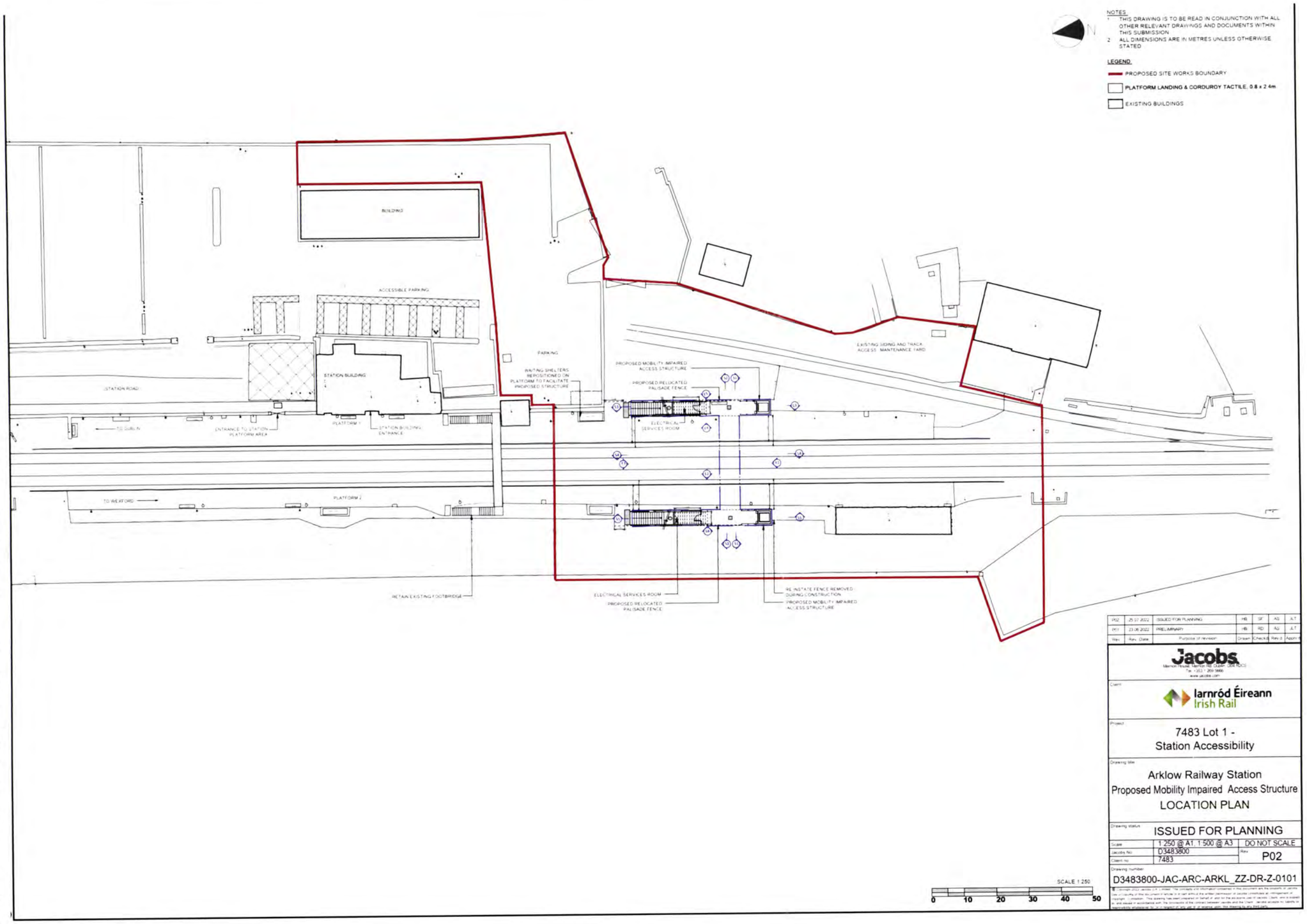

Figure 2. Location Plan

The Elevations in **Figure 3** show the nature and scale of the proposed MIAS, stairs and lifts in the context of the existing Arklow Station. Elevations E1 and E3 show the proposed MIAS from the north and south of the station. Elevation E2 shows the MIAS structures on the western platform, elevation E4 is the proposed MIAS on the eastern platform, Platform 2. The elevations show the proposed MIAS in a contiguous elevation which includes the existing station building at Arklow Station.

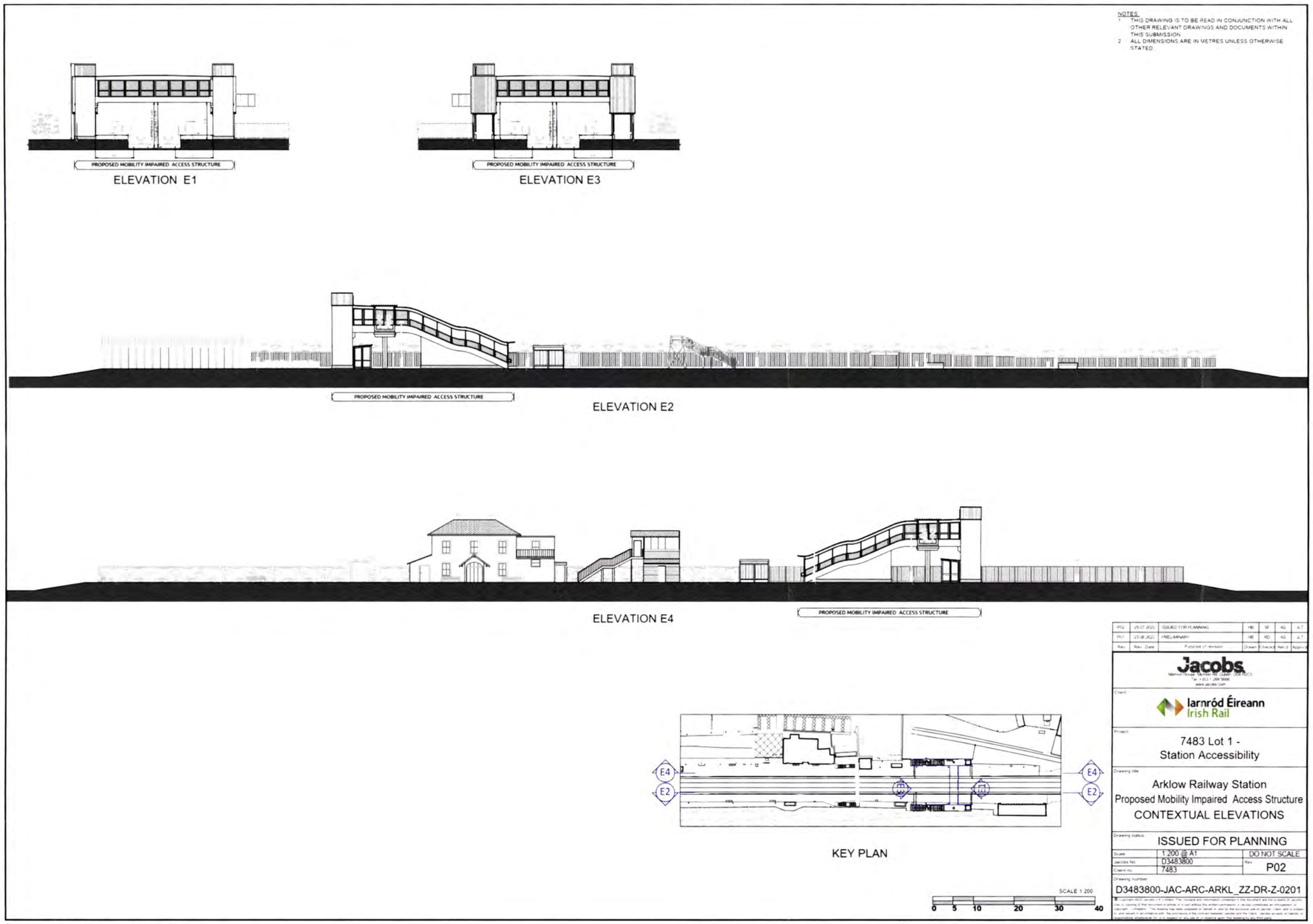

Figure 3. Contextual Elevations

2.3 Other Works

Associated works will include car park improvements, compliant seating, standing rest bars and shelters on both platforms, as shown on the Location Plan in **Figure 2**, as well as upgrades to existing display and announcement systems, installation of induction loops, installation of tactile paving at the end of each platform, new compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points.

3. Planning Policy Context

3.1 Regional Spatial & Economic Strategy (RSES) for the Eastern and Midland Region (2020)

The RSES supports the implementation of the National Planning Framework, providing key principles for healthy placemaking, economic opportunity and climate action of the region resulting in Regional Policy Objectives (RPO). In regard to rail infrastructure, the RSES sets out the integration of transport and land use planning in the Region shall be consistent with the guiding principles in the transport strategy of the RSES to facilitate a shift towards sustainable mobility:

"The role of the transport system is to meet the travel needs resulting from existing and future land uses in a manner that is consistent with the policies of the National Planning Framework and the Transport Strategy for the Greater Dublin Area." (p185)

RPO 8.6 includes the objective *"In order to give local expression to the regional level Transport Strategy within the Region in conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region."* (p188) which provides investment to be delivered through local transport plans, to be prepared in collaboration with transport agencies in relation to improvements to public transport provision in rural areas. Arklow is identified as one of the settlements in the region.

3.2 Wicklow County Development Plan (WCDP) 2016 - 2022

Arklow is classified as a Level 3 Large growth town type 2 in the WCDP 2016 – 2022 which are described as *'strong active growth towns, economically vibrant with high quality transport links to larger towns/city.'*

The WCDP 2016-2022 encourages and facilitates improvements to rail infrastructure, including the provision of improvements to the rail line south of Bray to facilitate additional rail services to Greystones, Wicklow and Arklow. In particular, Objective TR4 relates to the future accessibility to the train stations of the Dublin to Rosslare line:

"To ensure that possibilities for improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and would facilitate future improvements.

3.3 Arklow and Environs Local Area Plan 2018-2024

There is a tourism and recreation objective relevant to the access,

TR5 *'To improve, as funding allows, the principal access routes and junctions linking Arklow town centre to strategic transport corridors and surrounding tourist attractions'*

which is relevant to the proposed works as the LAP promotes the development of sustainable forms of movement and transport, prioritising walking and cycling, and public transport.

In addition, the LAP recognises the safety and ease of pedestrian movement around the town, particularly along walking routes to and from car parks, schools, sports facilities and other public facilities as shown in Map 5.2 titled *'Town Centre and Waterfront Connectivity'*. This aligns with the LAP's secondary town centre strategy for connectivity to the wider area including the waterfront, the Bridgewater, Wexford Road and the train station and objective WZ13 *'To facilitate the development of new opportunities for pedestrian and cycle links from the Waterfront to the town centre'.*

3.4 Draft Wicklow County Development Plan (Draft WCDP) 2022 - 2028

As it stands, the Draft Wicklow County Development Plan 2022-2028 and its proposed amendments contains the following objectives:

Draft Public Transport CPO 12.21 - To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:..

- *to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations; and*
- *to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.*

Draft Public Transport CPO 12.23 - To ensure the continued and long term operation of and improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements.

Draft Public Transport CPO 12.29 – In accordance with 'Our Rural Future Rural Development Policy 2021-2025' support and facilitate the delivery of improved rural public transport services and ensure that public transport services in rural areas are accessible to persons with disabilities.

4. Exempted Development Status

Under the Planning and Development Regulations 2001 -2022, particular exemptions are given to a railway undertaking under Class 23[1].

Development by statutory undertakers CLASS 23 The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, except— (a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or (b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof	Any car park provided or constructed shall incorporate parking space for not more than 60 cars.

Figure 4: Class 23 exempted development – Planning and Development Regulations 2001-2022

Having regard to the elements which make up the proposed MIAS structure in the environs in which it is located and its purpose on the Railway Station at Arklow, County Wicklow the applicant comes within the definition of Railway Undertaking as referred to in Class 23 exempted development within the Planning and Development Regulations 2001-2022, as outlined above.

The MIAS and associated works are required in connection with the movement of traffic by rail in, on, over or under the Applicant's operational land. Furthermore, the proposed development is located wholly within the interior of the Arklow Station.

It is also noted the definition in the Transport (Railway Infrastructure) Act, 2001 (as amended) which defines, for example, 'Railway Infrastructure' as meaning any land, buildings, structures, equipment, systems, vehicles, services or other thing used in connection with, or necessary or incidental to, the movement of passenger or freight by railway '.

'Railway Works' is defined in the Transport (Railway Infrastructure) Act, 2001 as meaning any works required for the purpose of a railway or any part of a railway, including works ancillary to the purposed aforesaid, such as any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair or renewal.

There have been a number of Section 5 applications for the Station Access Programme to date, the first having been for Dalkey Station which is a Protected Structure. The majority of the other applications that have so far been submitted as part of this programme have also been declared as exempted development. These include Little Island Station, determined to comprise exempted development by Cork County Council in March 2021,

while not a protected structure it was listed in the National Inventory of Architectural Heritage; Dalkey Station which was determined to comprise exempted development by Dún Laoghaire-Rathdown County Council in June 2020; and Gormanston Station was determined to comprise exempted development by Meath County Council in September 2020.

A legal opinion was previously sought for the proposed MIAS at Gormanstown. The Gormanstown legal opinion is being appended as Appendix A as it covers all the relevant case law and planning law pertaining to the Section 5 exemption being sought for Arklow Station.

The conservation assessment in this report, Section 4.3 below, demonstrates that the addition of the MIAS and associated works has been done in a sensitive and considered manner, thus avoiding any direct impact on the existing structures recorded in the NIAH. Similarly, the MIAS structures have been screened for Appropriate Assessment (AA), see section 4.1, and Environmental Impact Assessment (EIA), Section 4.2, which demonstrate that these works would not require the need for a Natura Impact Statement or be considered an EIA development requiring an Environmental Impact Assessment Report.

The works at Arklow Station are considered to comprise exempted development. This is consistent with the stations referred to in Section 3.1 and the legal opinion for the Gormanston Station, appended at Appendix A.

As such, this application is seeking a Section 5 declaration, to confirm the exempted development status of the proposed works.

4.1 Appropriate Assessment Screening

The Appropriate Assessment (AA) Screening Report, attached as **Appendix B**, examines the implications of proposed works at Arklow Station, Arklow, County Wicklow in the context that the Site is not connected with, or necessary to, the management of European site(s).

The AA Screening Report presents the objective scientific information required to inform a robust and complete examination of the potential impacts of the Proposed Development, namely the Arklow Station new mobility impaired access structure (MIAS) and associated works, on any European sites.

The AA Screening report concludes that there is no potential for Likely Significant Effects, alone or in combination, on the conservation objectives of any European Sites, therefore Appropriate Assessment of the Proposed Development is not required.

4.2 Environmental Context

The Environmental Impact Assessment (EIA) Screening Report attached as **Appendix C**, examines the implications of proposed works at Arklow Station, in the context of establishing the need for an Environmental Impact Assessment (EIA) under the EIA Directive (2014/52/EU).

The relevant classes of developments that require EIA are set out in Schedule 5 of the Planning and Development Regulations 2001-2022.

The Proposed development was considered against Schedule 5, Part 1 and 2. No classes of developments as outlined in Schedule 5, Part 1 of the Planning and Development Regulations 2001-2022 were considered applicable or fitting of the Proposed Works. The most relevant class of development in Schedule 5, Part 2 is Class 10(c) which requires EIA for the following:

Infrastructure Projects

(c) *All construction of railways and of intermodal transshipment facilities and of intermodal terminals not included in Part 1 of this Schedule which would exceed 15 hectares in area.*

In respect to this class, it is considered to be not applicable or fitting to the nature of the Proposed Works as they are not proposed to promote or facilitate intermodal movement or transshipment but rather better accessibility for persons in or around the railway station itself. On the basis of the above, the Proposed Works do not fall within the mandatory EIA requirements and therefore, a sub-threshold assessment of the need for an EIA is required.

The Proposed Works were therefore considered as sub-threshold and assessed against the criteria outlined in Annex III of the EIA Directive, namely: 'Selection Criteria Referred to in Article 4(3)' (Criteria to determine whether the projects listed in Annex II should be subject to an Environmental Impact Assessment).

This sub-threshold assessment has determined that significant environmental effects are unlikely as a result of the construction or operation of the Proposed Works. It is therefore considered that an Environmental Impact Assessment is not required for the Proposed Works.

4.3 Conservation Assessment

Arklow Station is a Protected Structure on the Record of Protected Structures for Wicklow County Development Plan 2016-2022 and is also listed on the National Inventory of Architectural Heritage and they are all listed as being of Regional importance. The station is not within an Architectural Conservation Area.

The legal opinion in respect of Gormanston Station in County Meath provided in Appendix A provides evidence of a number of considerations relevant to this application. Fundamentally the legal opinion confirms that the MIAS works, that are similar for all the stations, in general falls within Class 23 of exempted development of the Planning and Development Regulations 2001-2022. It also provides evidence of the considerations of the provisions in section 57(1) of the Planning and Development Act 2000 (PDA 2000) needing to be seen in the context of section 4 of the PDA 2000 in relation to Protected Structures. This key consideration in respect of these provisions is wholly in line with the MIAS works proposed at Arklow Station in that these works would not materially affect the character of the Protected Structures or any element of these structures.

The Built Heritage Impact Assessment report attached as **Appendix D**, examines the implications of proposed works at Arklow Station, Arklow, County WicklowThe proposed works would not involve any demolition of any historic fabric and any changes would be additions to the site rather than removal of historic fabric so the potential impacts would be limited to visual impacts on the historic setting. Whilst it is recognised that the scale and massing of the proposed structures would potentially have a visual impact on the character of the historic setting the design is reflective of the purpose of these structures. Namely upgrading the station to improve accessibility for all and is in the context of the evolution of the development of the railway infrastructure nationwide.

The design of the MIAS works has been developed in consideration of the built heritage elements of the site and project in accordance with the Planning and Development Act 2000 and the built heritage policies of the Wicklow County Development Plan. Mitigation was incorporated into the design to locate the lift shaft in the least visually impactful position from the Protected Structures and the design was revised to reference the nineteenth century water towers as a precedent for tall monolithic structures in these railway settings.

This is also consistent with the determinations made on Section 5 Declaration applications for MIAS works at other stations, including Dalkey Station that is referred to in the legal opinion as well as Gormanston Station that was the subject of the legal opinion.

The findings from the Built Heritage Assessment confirm that the exempted development status of the proposed works is not affected on architectural heritage conservation grounds, particularly in light of the legal opinion relating Gormanston Station referred to above.

5. Conclusion

Having regard to:

(i) The structure of the MIAS

(ii) the purpose of the proposed MIAS and associated works at Arklow Station

(iii) the conclusions of the Appropriate Assessment Stage 1 Screening Statement;

(iv) the conclusions of the Environmental Impact Assessment Screening Report;

(v) the conclusions of the Conservation assessment ;

(vi) the need to ensure compliance with the Disability Act 2005 ;

(vii) the governing statutory development context including the current County Development Plan;

(viii) as per the provision of Class 23 of the Planning and Development Regulations 2001-2022, the works are being carried out by a Railway Undertaker;

(ix) the fact that such works are required in connection with the movement of traffic by rail in, on, over or under the Applicant's operational land;

(x) previous Section 5 declarations granted for Dalkey Station, Dun-Laoghaire Rathdown; Gormanston, Co. Meath and Little Island, County Cork.

it is considered that the proposed development constitutes exempted development within Class 23 of the Planning and Development Regulations, 2001- 2022.

Appendix A. Gormanston Legal Opinion

Appendix B. AA Screening Report

Appendix C. Environmental Screening Report

Appendix D. Built Heritage Impact Assessment Report

Appendix E. Irish Rail Cover Letter

OPINION

QUERIST:	**Iarnród Éireann/Coras Iompair Éireann**
AGENT:	**Rita Monaghan, Solicitor**
RE:	**Mobility Impaired Access Structure (MIAS) at Gormanston Station County Meath**
DATE:	**20 August 2020**

CONTENTS

I. INTRODUCTION

1. Querist seeks advices in relation to a proposal to add a new Mobility Impaired Access Structure (hereafter also referred to as 'MIAS') at the Railway Station in Gormanston County Meath (hereafter also referred to as 'Gormanston Station').

2. Gormanston Station has been identified as one of 54 stations which require Mobility Impaired Access Structures. This requirement stems *inter alia* from Iarnród Éireann's obligations as a Railway Undertaking under the Disability Act 2005.

3. The Disability Act 2005 require that public bodies, such as Querist, make their public buildings accessible, to people with disabilities.

4. Accordingly, the proposed development of the MIAS has the objective of allowing passengers move safely from each platform within the railway station at Gormanston. Further the 'road overbridge' is not suitable for those with mobility impairments and thus the proposed MIAS is provided for the express purpose of including people of 'impaired mobility' as provided for under the Disability Act 2005.

5. In this context I note that by decision dated 18 June 2020, Dun Laoghaire Rathdown County Council, in its capacity as the Planning Authority for the functional area of county Dublin which includes Dalkey Railway Station, issued *a declaration* pursuant to section 5 of the Planning and Development Act 2000, as amended, (hereafter referred to as 'the PDA 2000'), as follows:

> ...Having regard to the provisions of Section 4(1)(h) and Section 4(2) and Section 57(1) of the Planning and Development Act 2000 (as amended) and Class 23 of Part 1, Schedule 2 (Exempted Development–General) of the Planning and Development Regulations 2000 (as amended) it is considered that the addition of a mobility

impaired access structure (MIAS) at Gormanston Station, Dalkey, Co Dublin as detailed in the documentation submitted, is considered development and constitutes exempted development is hereby approved...

6. This decision was based on a report, recommendation and legal advices which addressed the same issues upon which I have been asked to advise and I have appended the report, recommendation and decision from Dun Laoghaire Rathdown County Council to this opinion at Appendix I.

7. While the description of the MIAS is set out in detail later in these advices, in summary, it consists of an assembly of different elements including lifts, shafts, staircases and a covered walkway linking both lifts and staircases.

8. Given that its proposed location is adjacent to the stores/warehouse structure in the Gormanston Station, the indicative design of the proposed mobility impaired access structure (MIAS) and lift access structure will be contextualised by this stores/warehouse structure.

9. In his report/covering letter, Mr. David Hughes, who is a Conservation Architect and a Senior Architect & Project Manager with Querist, *inter alia* states that "...*the particular design is a new design which, on the basis that it could be used in any one of 54 different locations, allows for contextualising the materials to the particular location or setting. In this particular instance the contextualising material will be brick...Given the location for the MIAS is adjacent to the stores/warehouse structure it was felt the use of brick for the key elements including the lift shaft as well as the supporting walls of the first flight and landing of the staircases would be the best way of contextualising this design...So in conclusion while not a protected structure the Store/warehouse building is the most intact and will be the closest to the proposed MIAS. For this reason brick provides the reference or visual link for contextualising material...*"

10. For illustrative purposes, the photograph of the building on the right of the page in Figure 10 in Mr. Hughes' report shows the brick of the warehouse/stores building and (as referred to above) as this brick is adjacent to the proposed location of the MIAS it was chosen as the contextual material.

11. Querist seeks advices as to whether or not the proposed development comes within Class 23 of the Planning & Development Regulations, 2001 to 2020 (hereafter also referred to as the '2001 to 2020 Regulations') and the general approach to assessing the status of the proposed development under the Planning and Development Act 2000, as amended (hereafter referred to as 'the PDA 2000') and 2001 to 2020 Regulations.

Class 23 of the 2001 to 2019 Regulations

12. Class 23 of the 2001 to 2020 Regulations applies to development by statutory undertakers as follows:

> CLASS 23
>
> The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, except—
> (a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or (b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.

13. Querist is a statutory undertaker and railway undertaking.

14. Class 23, therefore, refers to the carrying out by Querist of development required in connection with the movement of traffic by rail in, on, over or under

Querist's operational land except – (a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or (b) the re-construction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof.

15. The restriction in class 23 to "*any car park provided or constructed shall incorporate parking space for not more than 60 cars*" is not relevant to the question raised by Querist.

II. THE APPROACH TO INTERPRETATION

16. The general approach as to how the question raised by Querist should be considered was addressed by the High Court (Clarke J.[1]) in his judgment in *Coras Iompair Éireann & Anor v. An Bord Pleanála* [2008] IEHC 295.

17. The decision of the High Court, for example, referred to the fact that the provisions in section 57(1) of the PDA 2000– relating to the carrying out of works to a protected structure - need to be seen in the context of section 4 of the PDA 2000.

18. In that case, for example, reference was made to the (then) provisions contained in section 57, section 4(1)(h) **and** section 4(2) of the PDA 2000 and the High Court observed as follows at paragraphs 4.2 and 4.3 of the judgment:

> *"...4.2 Section 57(1) of the 2000 Act, provides as follows:-*
> *"Notwithstanding s. 4(1)(h), the carrying out of works to a protected structure or a proposed protected structure shall be exempted development only if those works would not materially affect the character of;*

[1] Then a judge of the High Court and presently the Chief Justice of Ireland.

(a) the structure, or

(b) any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest"

The provision needs to be seen in the context of s. 4 of the 2000 Act, which sets out various categories of exempted development. Included in those categories is s. 4(1)(h) which is in the following terms:-

"Development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of neighbouring structures."

4.3 Section 4(2) permits the relevant Minister to make regulations providing for any class of development to be exempted development for the purposes of the Act. ***It is under that section that the Regulations are made and the general exemption provided to railway undertakings in Class 23 is, therefore, exempted development under s. 4(2).***[2] *There are, thus, certain types of development which are directly exempted by statute under one or other of the various sub-clauses of s. 4(1). There are also other categories of development which are exempted by reason of regulations made by the Minister under s. 4(2). It is also relevant to consider the provisions of the 2000 Act concerning protected structures. Part IV, Chap. 1, of the 2000 Act sets out the development controls for protected structures and proposed protected structures. The structures concerned are those which have been included (or are*

[2] Emphasis added.

proposed to be included) in a development plan of a planning authority..."

19. Accordingly, the High Court in *Coras Iompair Éireann & Anor v. An Bord Pleanála* referred to the fact that Class 23 was the general exemption provided to railway undertakings and was, therefore, exempted development under section 4(2) of the PDA 2000.

20. As mentioned Class 23 of 2001 to 2019 Regulations has a sub-title *"Development by Statutory Undertakers"*.

21. The nature of the exemption is set out in the left-hand column, that is Column 1 which provides for *"Description of Development"*. Column 2 on the right-hand side then sets out the *"Conditions and Limitations"*. All of these are contained in Schedule 2, Part 1, which refers to Article 6. Thus, Column 1 of Class 23 provides as follows:

> "...The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, except: (a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situate wholly or within the interior of a railway station, or (b) the reconstruction or alteration of any of the aforementioned structures so as materially to effect the design or external appearance thereof..."

22. Column 2 addressing *"Conditions and Limitations"* provides as follows:-

> "...Any car park provided or constructed shall incorporate parking space for not more than 60 cars..."

III. THE ELEMENTS OF CLASS 23

"...Railway Undertaking..."

23. Querist comes within the definition of Railway Undertaking as referred to in Class 23.

24. For example, on 12 June, 2015, the Minister for Transport, Tourism and Sport approved S.I. 249/2015, namely the European Union (Regulation of Railways) Regulations 2015. These Regulations give effect to EU Directive 2012/34. Querist (Iarnród Éireann) is designated as the Infrastructure Manager for the purpose of these Regulations and references in the Directive and Regulations to the Infrastructure Manager are references to Iarnrod Éireann.

25. Under S.I. 249/2015 any Railway Undertakings shall be granted access, subject to meeting safety and licensing requirements to the State's railway infrastructure for the purposes of operating:- international passenger services; international freight services; domestic freight services; international combined goods services. The purpose of S.I. No. 249/2015 was to transpose Directive 2012/34/EU establishing a single European Railway Area and the Regulations provide for railway infrastructure, management and access, the assignment of an Essential Functions Body, provisions for an Infrastructure Management Agreement and for a Framework Agreement between Infrastructure Manager and a Railway Undertaking, the functions of the Infrastructure Manager and the Railway Undertaking and the designation of a Regulatory Body with monitoring appeals complaints and compliance functions.

26. The Regulations also provide for the licensing of Railway Undertakings by a Licensing Authority.

27. Regulation 2 of S.I. No. 249/2015 defines a "Railway Undertaking" as meaning: *"Any public or private Undertaking licensed according to the Directive, and in the State, licensed according to Part 4, the principal business*

of which is to provide services for the transport of goods or passengers or both by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only."

28. There are other references to Railway Undertakings in S.I. No. 249/2015 which include references to Querist. By way of further analogy, from an EU perspective, Railway Undertaking is defined as *"Any public or private Undertaking licensed according to applicable community Legislation, the principal business of which is to provide services for the transport of goods and/or passengers by rail."*

"...**Development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking...**"

29. In considering the aforesaid requirement in Class 23, Querist (Iarnród Éireann) was formed under the Transport Act, 1986, and Coras Iompair Éireann (a Statutory Body wholly owned by the Government of Ireland) holds 100% of the issued share capital of the Company. Iarnród Éireann owns, operates and maintains the railway infrastructure in Ireland.

30. Presently, the Iarnród Éireann network currently extends to approximately 2,400 km of operational track, approximately 4,440 bridges, approximately 1,100 point ends, approximately 970 level crossings, 144 stations, over 3,300 cuttings and embankments, 372 platforms and 13 tunnels.

31. The network includes main line, Dublin suburban and commuter passenger routes, together with freight-only routes.

IV. THE PROPOSED DEVELOPMENT

32. In assessing the question raised, as the High Court (Clarke J.) did in *Coras Iompair Éireann & Anor v. An Bord Pleanála* [2008] IEHC 295, it is necessary to assess the elements of Class 23 of the Regulations in the context of the

facts that arise with regard to the proposed MIAS at the Railway Station in Gormanston in County Meath.

33. The provisions of section 5 of the PDA 2000 have also been considered in a large number of cases. For example, in *Grianán an Aileach Interpretative Centre Company Limited v. Donegal County Council* [2004] 2 I.R. 625, Keane C.J. observed that "*...it would seem to follow that the question as to whether planning permission is required in this case necessarily involves the determination of the question as to whether the proposed uses would constitute a 'development', i.e., a question which the planning authority and An Bord Pleanála are empowered to determine under s. 5 of the Act of 2000.*"

34. In my view, the new mobility access structure or MIAS – to be located in the Railway Station at Gormanston, County Meath – which is comprised of an assembly or arrangement of different elements, including lifts, shafts, staircases and a covered walkway linking both lifts and staircases comprises either (i) the carrying out by Querist of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, and/or in the alternative (ii) the carrying out by Querist of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking situated wholly within the interior of a railway station and does not amount to the alteration of the railway station so as materially to affect the design or external appearance thereof.

35. On either interpretation, and for the reasons set out below, the proposed development of a MIAS in the Railway Station at Gormanston, County Meath is, in my view, exempted development by virtue of Class 23 of the 2001 to 2020 Regulations.

36. In this regard and from a planning perspective it is important to have regard to (i) the elements which make up the proposed MIAS structure in the environs in which it is to be located and (ii) its purpose in the Railway Station at

Gormanston, County Meath. Accordingly, I agree with the approach summarised by Mr. Hughes in the Conservation Report prepared by Querist[3].

MIAS structure

37. First, the mobility impaired access structure (MIAS) comprises an assembly of different elements including lift(s), shafts, staircases, and a covered walkway linking both lifts and staircases.

38. The steps of the structure are designed to be 350 mm long which means that each and every step (and not just landings) can be used by passengers to rest while using the steps.

39. Similarly, lifts are provided for not only for passengers using wheelchairs but also passengers with luggage, buggies and those who are ambulant but do not wish or cannot to climb the stairs.

40. Thus, the proposed MIAS structure is more than just the sum of its parts and comprises the carrying out by Querist, as a railway undertaking, of development required in connection with the movement of traffic by rail in, on, over or under Querist's operational land.

41. The description of the works involved are detailed in the Stage 1 Screening Report for Appropriate Assessment prepared by Querist with paragraph 4.2 setting out the construction timeframe, foundations, and station footbridge, paragraph 4.3 dealing with a general description of earthworks and

[3] Per Mr. Hughes: "...The first part of paragraph is an 'overarching' clause which states that .. .development is exempted if it relates to ...
the carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking,
So this is the first 'test'.
After that there are two sub paragraphs or sub tests.
As this Mobility Impaired Access Structure does not fall under either sub clause (a) or (b) then we only have to consider it under the 'overarching' main paragraph.
Clearly this development is most decidedly one ..."*required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking*" and thus is exempted development 'simpliciter'.."

construction phasing, paragraph 4.4 dealing with excavation and spoil management. They are also described in section 3 (Proposed Development) of the Screening Report for EIA carried out by Querist.

42. As mentioned above Dalkey Railway Station, which is a protected structure, was granted a section 5 declaration exemption certificate in June 2020. The Railway Station at Gormanston is not a protected structure is and is used for railway related activities.

Purpose of MIAS structure

43. Second, the purpose of the proposed mobility impaired access structure (MIAS) within Gormanston Station, County Meath is to provide access for mobility impaired passengers. These will include passengers with a disability and wheelchair users.

44. Importantly (as previously stated) Gormanston Station is a functioning station but presently restricts the type of passengers who can easily avail of the rail service to able bodied passengers in the main. As described in the EIA Screening Report, the proposed development is being progressed as part of Iarnród Éireann's Accessibility Programme, involving works to make the station "un-assisted wheelchair accessible" and, as is set out later, by doing so Querist is implementing national government policy.

45. Further, and separately, while there is a 'road overbridge', the photograph in Figure 1 of Mr. Hughes' report graphically illustrates why it is not suitable for those with mobility impairments. Thus the proposed MIAS is provided for the express purpose of facilitating mobility impaired passengers within the station environs.

46. Accordingly, having regard to (i) the structure of the MIAS and (ii) the purpose of the proposed MIAS at Gormanston Station, it is in my view exempted development within Class 23 and does not engage any of the exceptions to Class 23. Later in these advices I refer to Mr. Hughes' report which also

confirms that the design of the entire proposal to construct a new mobility impaired access structure (MIAS) at Gormanston Station had express regard to the receiving environment in a sensitive manner and to the provisions in Class 23 of the 2001 to 2020 Regulations.

47. Equally, and/or in the alternative, the proposed mobility impaired access structure (MIAS) within Gormanston Station comprises the carrying out by Querist of development which is required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking situated wholly within the interior of a railway station and does not amount to the alteration of the railway station so as materially to affect the design or external appearance thereof. Thus, in terms of the wording of Class 23(a) and Class 23(b) of the Regulations it is noted that this structure is not a bridge in the sense described below, in relation to 'overbridges' and 'underbridges', but is designed to improve the access for mobility impaired passengers within the Station, as already pointed out.

48. From the perspective of adopting the correct approach to the interpretation of Class 23 of the 2001 to 2020 Regulations it is helpful, by analogy, to summarise the principles which have arisen from the leading case law in relation to statutory interpretation. I also note that the following decisions or principles do not appear to have been considered in the Board's decision in relation to Howth junction decision[4] (which is referred to later in these advices).

49. For example, the starting point in terms of the 'approach to interpretation' is the application of the ordinary and natural meaning of the words used by the Oireachtas: *Howard v. Commissioners of Public Works* [1994] 1 I.R. 101. In assisting the construction or interpretation of particular words used by the Oireachtas, the courts may look to the scheme and purpose of the provisions in issue as disclosed by the statute or a relevant part: *McCann Limited v. Ó Culacháin (Inspector of Taxes)* [1986] 1 I.R. 196, 201. The purpose and policy

[4]An Bord Pleanála Referral Reference No. RL25280:- Howth Junction Dart Station dated the 24th April 2010

of the Act may be informed by the pre-Act law but reliance upon this is limited by the words used by the Oireachtas in the provision under consideration: *B v. Governor of the Training Unit Glengarriff Parade Dublin* [2002] IESC 16 and *A.B. v. Minister for Justice Equality and Law Reform* [2002] 1 I.R. 296. It is to be presumed that words are not used in a statute without a meaning and, accordingly, effect must be given, if possible, to all the words used: *Goulding Chemicals Limited v. Bolger* [1977] I.R. 211, 226. In terms of the Board's decision in relation to Howth injunction (referred to below), I have also had regard to the principle "*that a point not argued is a point not decided*": *Laurentiu v. Minister for Justice* [1999] 4 IR 26; *The State (Quinn) v Ryan* [1965] IR 70.

50. Thus, having regard to Class 23 of the 2001 to 2020 Regulations, it is clear that if it was intended to exclude the construction of bridges, stations and other structures associated with the function of the railway, there would have been no requirement for the inclusion of the qualifying term "*which is not situated wholly within the interior of a railway station*" within the Regulations.

51. Further, having regard to the aforesaid case law, by analogy, I do not see how the term "*interior*" in the regulations could be intended to refer to an "enclosed volume" or the "station building" alone. The Cambridge English Dictionary offers examples of where the term "interior" is used to refer to the internal region of a bounded area and in my view this is the correct interpretation.

52. Furthermore, section 5(1) of the Interpretation Act 2005 provides that in in construing a provision of any Acts[5] (a) that is obscure or ambiguous, or (b) that on a literal interpretation would be absurd or would fail to reflect the plain intention of— (i) in the case of an Act to which paragraph (a) of the definition of "Act" in section 2 (1) relates, the Oireachtas, or (ii) in the case of an Act to which paragraph (b) of that definition relates, the parliament concerned, the provision shall be given a construction that reflects the plain intention of the

[5] Other than a provision that relates to the imposition of a penal or other sanction.

Oireachtas or parliament concerned, as the case may be, where that intention can be ascertained from the Act as a whole.

53. Section 5(2) of the Interpretation Act 2005 provides that in construing a provision of a statutory instrument[6] — (a) that is obscure or ambiguous, or (b) that on a literal interpretation would be absurd or would fail to reflect the plain intention of the instrument as a whole in the context of the enactment (including the Act) under which it was made, the provision shall be given a construction that reflects the plain intention of the maker of the instrument where that intention can be ascertained from the instrument as a whole in the context of that enactment."

54. In my view, Class 23 of the Regulations is clear in its application and is not either "absurd" or "fails to reflect" its plain intention. Class 23 is, as a matter of interpretation, is clearly applicable to the new mobility impaired access structure (MIAS) which is proposed to operate in Gormanston Station.

55. In this regard both the platforms and the proposed mobility access structure and lift access structure are within Gormanston Station. Indeed, in this regard, it is noted that the maximum length of passenger trains is governed by the length of platforms at railway stations which the trains serve. Platform lengths are measured from Top of Ramp to Top of Ramp where usable length may actually be less.

56. In railway law, the two key types of bridges are 'overbridges' and 'underbridges'. An 'overbridge' carries a road 'over' the railway and an 'underbridge' carries the railway over the road. Somewhat interchangeably, where a railway crosses over a road the bridge can be described as either a road underbridge or a rail overbridge. In contrast, footbridges over railways are usually provided either as *internal* passageways in railway stations or also as a means of providing a right of way over the line, where it was not necessary to accommodate non pedestrian traffic.

[6] Other than a provision that relates to the imposition of a penal or other sanction.

57. It is also noted that Regulation 12(1) of the European Union (Regulation of Railways) Regulations 2015 (contained in S.I. No.249/2015) *inter alia* provides that "railway undertakings shall, in the course of an international passenger service, have the right to pick up passengers at any railway station in the State located on the international route and set them down at another railway station in the State, subject to the determination regarding the purpose of the proposed service by the regulatory body under Regulation 33. That right shall include access to infrastructure connecting service facilities referred to in paragraph 2 of Schedule 2."

58. I also note the definition in the Transport (Railway Infrastructure) Act, 2001 (as amended) which defines, for example, "Railway Infrastructure" as meaning any land, buildings, structures, equipment, systems, vehicles, services or other thing used in connection with, or necessary or incidental to, the movement of passengers or freight by railway". Also within the same 2001 Act "Railway Works" is defined as meaning any works required for the purpose of a railway or any part of a railway, including works ancillary to the purposes aforesaid, such as parking by buses or by persons using vehicles who intend to complete their journey by railway, and relocation of utilities, and in this definition "Works" includes any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair or renewal."

New Railway Station at Howth Junction

59. I have also reviewed the two reports of the planning inspector, the Order of the Board and the Direction of the Board on the referral in relation to a question arising from works at Howth Junction Dart Station contained in Referral Reference No. RL25280:- Howth Junction Dart Station, off St. Donagh's Road, Kilbarrack, Dublin 5 which I have briefly referred to earlier.

60. In considering the general approach a planning authority should adopt to a request under section 5 of the PDA 2000, I have also had regard to the

decisions which address the jurisdiction of section 5 of the PDA 2000 in *Cleary Compost and Shredding Ltd v. An Bord Pleanála (No. 1)* [2017] IEHC 458, *Cronin (Readymix Ltd.) v. An Bord Pleanála* [2017] IESC 36; [2017] 2 I.R. 658; *Killross Properties Ltd. v. Electricity Supply Board* [2016] 1 I.R. 541, *Meath County Council v. Murray* [2017] IESC 25; [2018] 1 I.R. 189; [2017] 2 I.L.R.M. 297; *Heatons Ltd. v. Offaly County Council* [2013] IEHC 261; *Wicklow County Council v. Fortune (No. 3)* [2013] IEHC 397; *Roadstone Provinces Ltd. v. An Bord Pleanála* [2008] IEHC 210; *Grianán an Aileach Interpretative Centre Ltd. v Donegal County Council* [2004] 2 I.R. 625; *Cork Corporation v. O'Connell* [1982] I.L.R.M. 505; *Waterford County Council v. John A. Wood Ltd.* [1999] 1 I.R. 556.

61. Many of these decisions were discussed by the High Court in *Krikke v. Barrannafaddock Sustainability Electricity Limited* [2019] IEHC 825 (Unreported, High Court, Simons J., December 6, 2019) and in *Narconon Trust v. An Bord Pleanála* [2020] IEHC 25 (Unreported, High Court, Heslin J., January 24, 2020). However, while both High Court decisions involved a discussion of section 5 of the PDA 2000 (the *Krikke* case was an application for an injunction under section 160 of the PDA 2000 and judgment in the substantive appeal is awaited from the Court of Appeal) they were limited to the situation where you have decisions of the Planning Authority and An Bord Pleanála which relate precisely to the same development at the same location where the same question arose. That, of course, is not the situation here.

62. In my view the decision of the Board in relation to the new station at Howth junction has no relevance to the question of whether or not the proposed mobility impaired access structure (MIAS) within Gormanston Station comes within Class 23 of the 2001 to 2009 Regulations. Indeed, having regard to the above case law it would, in my view, be entirely incorrect to apply a decision which had a different factual matrix to that which applies here.

63. For example, the development at Howth junction comprised the construction of an entirely ***new station*** (which included a replacement footbridge); the size and bulk of ***the new station*** construction at Howth was an increase over what

was there previously by several orders of magnitude and extended to each side of the railway; the replacement footbridge comprised a separate, segregated walkway across the railway for non-Irish Rail passengers seeking access to the Baldoyle Industrial Estate; the area connected, included, among others, the FÁS training centre as well as an industrial estate and suburban housing to the station; in addition an unusual feature of the new station at Howth was the fact that the new station straddled the local authority boundary between Dublin City Council and the Fingal County Council functional areas and the second was that if a new Station building was to be built on the Dublin City Council side, new and additional land was needed to be acquired from Dublin City Council to provide the necessary footprint of the new station.

64. Indeed a rationale of the decision in Howth appears to be that the Fingal side of the new station which is in the functional area of Fingal County Council was not disaggregated or decoupled from that part of the new station which was in the functional area of Dublin City Council and which therefore included a new station built on new or additional lands and it is noted that the Inspectors reports expressly refers to the new footbridge being part of the new station which was seen as one project. The new station at Howth junction therefore involved (i) the construction of an entirely new station (ii) the new station was larger than that which it replaced and was outside of the boundary of the previous station that it replaced.

65. In addition, while the new station at Howth decision was dated 16 April, 2010, there is no reference in the Board's direction or decision to the approach set out in the judgment of the High Court (Clarke J.) in ***Coras Iompair Éireann & Another v. An Bord Pleanála*** [2008] IEHC 295 (or the approach set out in the case law referred to earlier) notwithstanding the fact that much of the analysis of the Board's decision centres on issues of statutory interpretation.

66. Class 23 is not – as was argued in the context of the **new station** proposed at Howth junction - limited to what is in fact the "passenger building" within a railway station. Indeed such a construction or interpretation would be entirely incongruous with the main exemption in Class 23 which was referred to in the

decision of the High Court in ***Coras Iompair Éireann v. An Bord Pleanála*** [2008] IEHC 295 as being described as follows: "Class 23 of the Planning and Development Regulations 2001 ("the Regulations") which confers exempted status on "works required in connection with the movement of traffic by rail on, in, over or under the operational land..." of a railway entity such as Irish Rail. In this regard the purpose of the proposed mobility impaired access structure (MIAS) is to provide access *between platforms* for mobility impaired passengers within Gormanston Railway Station.

67. Further, the approach set out in the report, recommendation and (order) decision dated 18 June 2020 by Dun Laoghaire Rathdown County Council in its capacity as the Planning Authority for Dalkey accords with the principles which derive from the case law (set out above) when a Planning Authority exercises its jurisdiction pursuant to section 5 of the PDA 2000.

V. SCREENING & OTHER ASSESSMENTS

68. In terms of the "statutory de-exemptions" in section 4 of the PDA 2000 and the "regulatory de-exemptions" in Article 9 of the 2001 to 2019 Regulations I note that Querist has carried out screening reports for EIA and AA.

69. Querist has also assessed the proposed MIAS from a planning and conservation architectural perspective and Class 23 (a) and (b) of the Planning and Development Regulations 2001 to 2020 and has confirmed that no issue arises which would result in the application of any statutory or regulatory de-exemption.

70. I will address each of these matters in turn.

Screening for AA

71. I am of the view that the Report addressing screening for Appropriate Assessment prepared by Querist complies with the legal requirements which have been set out in the following cases: the High Court (McDonald J.) in

Sweetman v. An Bord Pleanála & Others [2020] IEHC 39 analysed the judgments of the CJEU in Case C-323/17 *People Over Wind v. Coillte Teo*, the High Court (Barniville J.) in *Kelly v. An Bord Pleanála* [2019] IEHC 84, the High Court (Simons J.) in *Heather Hill Management Company v. An Bord Pleanála* [2019] IEHC 450 and the High Court (Quinn J.) in *Ui Mhuimin v. Minister for Housing, Planning & Local Government* [2019] IEHC 824.

72. The main principles which arise from this case law in relation to AA screening are as follows:

- Screening for AA may be necessary even where 'a claim' of exempted development (as distinct from a 'pipeline project' where development consent for a project had been sought prior to the expiry of the time-limit for transposing the Directive) is being relied upon: *Bulrush Horticulture Ltd v. An Bord Pleanála*[7].

- Only plans and projects directly connected with the conservation management of a European site, either individually or as components of other plans and projects, are generally excluded from the provisions of Article 6(3) of the Habitats Directive because, for example, the process involved in appropriate assessment would be duplicative of that involved in conservation management: see the comments of AG Kokott in *Case 241/08 Commission v. France*; see *Case C-441/17 Commission v. Poland* where the CJEU held that the amendment of forest management plan for the Forêt de Bialowietża which authorised an increase in the volume of harvestable timber for the purposes of reducing the spread of the spruce bark beetle did 'not' constitute a plan or a project directly connected with or necessary to the management of the forest.

- The probative standard involved in the screening exercise which is the catalyst or 'trigger' for both assessing and determining whether an AA is necessary is whether the plan or project, either individually or in combination with other plans or projects, is likely to have a significant

[7] [2018] IEHC 58 (Meenan J.).

effect on the European site. The standard is a light one and has been explained as 'the mere probability' or the 'risk' that a plan or project might have a significant effect: see *Case C-127/02 Mechancial Cockle Fishing* at paragraphs 41 to 43; see also the comments of AG Sharpston in *Case C-258/11 Sweetman* at paragraphs 47 to 49 which also confirmed that the requirement of a *likely significant* effect provided a *de minimis* threshold which excluded plans or projects which had no appreciable effect. The word 'likely' should be read as being less than a balance of probabilities standard and there need not be any hard and fast evidence that such a significant effect was likely, it merely has to be a possibility that this significant effect was likely: *Alen-Buckley v. An Bord Pleanála (No.2)*[8].

- The screening exercise should not make any reference to the phrase "mitigation measures". The Habitats Directive makes no mention of the phrase "mitigation measures". The measures at issue are, rather, the measures which are intended to avoid or reduce the harmful effects of the proposed project on the site concerned: *Case C-323/17 People Over Wind.*

- The screening for AA should not take account of the measures intended to avoid or reduce the harmful effects of the plan or project on the European site: *Case C-323/17 People Over Wind.*

- Arising from the decision of the CJEU in *Case C-323/17 People Over Wind*, the decisions of the High Court (Haughton J.) in, for example, *Ratheniska Timahoe and Spink (RTS) Substation Action Group & Another v. An Bord Pleanála*[9] and *Rossmore Properties Ltd. v. An Bord Pleanála*[10] must now be in doubt. For example, in the application for a certificate for leave to appeal pursuant to s. 50A(7) and s. 50A(11) of the Planning and Development Act, as inserted by s. 13 of the Planning and Development (Strategic Infrastructure) Act 2006, the High Court in

[8] [2017] IEHC 541 (Haughton J.)
[9] [2015] IEHC 18.
[10] Unreported, High Court, (Hedigan J.), August 28, 2014.

Rossmore Properties Limited v. An Bord Pleanála[11] refused to certify at that point the following question: "...*To what extent is the Competent Authority entitled to take account of mitigation measures in the Stage One screening decision in determining that there would be no likely significant effect on an SAC?...*

- Thus, in the context of carrying out a screening for AA and assessing any "likely significant effect", assumptions cannot be made that, for example, best practice construction management techniques, would prevent harmful effects to a European site.

- In light of the precautionary principle, a "risk" will be found to exist if it cannot be excluded on the basis of objective information that the particular development will have significant effects on the protected site. By virtue of section 177U(4) of the PDA 2000 an appropriate assessment will be required if, on the basis of objective information, a significant effect on a European site cannot be excluded. Under section 177U(5) of the PDA 2000, an appropriate assessment will not be required if, on the basis of objective information, a significant effect on a European site can be excluded.

- Where there is doubt as to the absence of significant effects an AA must be carried out. The requirement to conduct an AA will arise where, at the screening stage, it is ascertained that the particular development is capable of having any significant effect.

- The possibility of there being a "significant effect" on the European site will give rise to a requirement to carry out an AA for the purposes of Article 6(3). There is no need to establish such an effect and it is merely necessary to determine that there "may be" such an effect.

- In order to meet the threshold of likelihood of significant effect, the word "*likely*" in Article 6(3) and S. 177U(1) should be read as being less than the balance of probabilities. Thus the requirement is that there is a "*possibility*" that this significant effect is likely.

[11] [2014] IEHC 557; unreported, High Court (Hedigan J.), November 24, 2014.

- The assessment of whether there is a risk of "significant effect" on the European site must be made in light of the characteristics and specific environmental conditions of the site concerned by the relevant plan or project.

- Plans or projects or applications for developments which have "no appreciable effect" on the protected site are excluded from the requirement to proceed to AA. In this regard, if all applications for permission for proposed developments capable of having any effect whatsoever on the protected site were to included "activities on or near the site would risk being impossible by reason of legislative overkill".

Screening for EIA

73. I have also been furnished with a Report for EIA Screening prepared by Querist (and referred to earlier).

74. This Report for screening for EIA assessed the mandatory and sub-threshold requirement for an EIA and the potential impact of the proposed development on the environment. The Report considered the statutory and site specific aspects of the proposed development, with specific regard to significance of environmental impacts and the Report concluded as follows: the proposed development of the MIAS was small and of low construction intensity; the proposed development will be located within the existing railway station on hardstand base; the proposed development was below the threshold requiring an EIA, as defined under Schedule 5 of the 2001 to 2019 Regulations; therefore there was no mandatory requirement for preparation of an EIA Report.

75. The Screening Report stated that the proposed development of the MIAS had been assessed to determine if there are any factors that would necessitate the preparation of an EIA Report as a sub-threshold development. It found that there are no environmental effects that are considered of such significance that would require the preparation of an EIA Report and no significant effects on the environment had been identified during the

construction phase or operational phase of the proposed development. The overall conclusion and recommendation of this assessment is that there was no requirement for environmental impact assessment in relation to a proposal to add a new mobility impaired access structure (MIAS) in Gormanston Station.

Conservation Report

76. Querist has also prepared a detailed report from Mr. Hughes who is an experienced Senior Conservation Architect and Project Manager.

77. Mr. Hughes points out that while the building in Gormanston Railway Station is not a protected structure Querist has adopted a similar high level and sensitive conservation assessment:

> "*...Whether a structure is a protected structure or not it is still good practice to use the 'cautions approach' [ICOMOS Burra Charter Article 3. Cautions Approach of changing as much as necessary but as little as possible] and therefore in the first instance I will now set out a high level conservation assessment which will describe the receiving environment or context and the particular response to it.*
>
> *Gormanston station is a modest station located in a 'sub rural' setting adjacent to Gormanston Beach.*
>
> *The station is recorded in the National Inventory of Architectural Heritage (NIAH) over three separate entries. Two of these are within Iarnród Eireann's ownership, the third – The station Master's Old house is now in private ownership.*
>
> *The following are the entries on the NIAH...*"

78. The Conservation Report then carries out an assessment of the proposed MIAS.

79. At the conclusion of his conservation assessment, Mr. Hughes states that the "*the insertion of this Mobility Impaired Access Structure is a very sensitive and deft one*" and that

> "*...From a conservation assessment point of view the development preserves all of the historic material and has no impact on the character of the station locally or globally.*"

80. The Conservation Report then considers how the proposed MIAS is integrated into its receiving environment and makes reference to Class 23 of the 2001-2020 Regulations which is addressed previously in this opinion. The Conservation Report *inter alia* concludes that "*...[i]n the case of this particular application which is not in the context of a protected structure, the location of the structure and the way it is inserted has been developed to have no impact on any of the existing structures. In addition the use of brick both contextualises and acknowledges the architectural and historical character of this station...*"

81. Having regard to this report, as set out previously in this opinion, the proposed new mobility impaired access structure (MIAS) is, in my view, exempted development under Class 23.

82. Second, and in the alternative, the proposed new mobility impaired access structure (MIAS) is also, in my view, exempted under Class 23(a) being development of a type contemplated within Class 23(a) and situated wholly within the interior of a railway station.

83. Third, the carrying out by Querist of development consisting of a new mobility impaired access structure (MIAS) in Gormanston Station which is required in

connection with the movement of traffic by rail in, on, over or under its operational land does not involve the reconstruction or alteration of any of any of the structures referred to in Class 23 so as materially to affect the design or external appearance thereof. Class 23 (b) – being as it is – an exception to Class 23 has therefore no application to the development consisting of a new mobility impaired access structure (MIAS) in Gormanston Station.

VI. CONCLUSION

84. Importantly, section 69 of the Local Government Act 2001 (as amended) provides that a local authority, in performing the functions conferred on it by or under this or any other enactment - for example a planning authority dealing with a request for a declarations under section 5 of the PDA 2000 - shall have regard to policies and objectives of the Government or any Minister of the Government in so far as they may affect or relate to its functions.

85. In this regard the rationale behind the development of the proposal to construct a new mobility impaired access structure (MIAS) in the Railway Station at Gormanston County Meath is in compliance with the Disability Act 2005 which was a key part of the National Disability Strategy launched by the Government in 2004.

86. The Disability Act 2005 required that public bodies, such as Querist, were required to make their public buildings accessible to people with disabilities by 2015 and the report also refers to the Department of Transport, Tourism and Sport "Transport Access for All" (2012, edition).

87. Accordingly, applying the case law (as set out earlier) which deals with the approach to interpretation and the provisions of the PDA 2000 and the 2001 to 2020 Regulations, I am of the view that the proposal to construct a new mobility impaired access structure (MIAS) in the Railway Station at Gormanston County Meath is exempted development within the meaning of Class 23 of the 2001-2019 Regulations. I am also of the view that the

proposed development of a new mobility impaired access structure (MIAS) in Gormanston Station does not come within the exceptions to this exemption or the provisions that disapply the exempted status set out in the PDA 2000 and the 2001 to 2020 Regulations.

88. Having regard to the observations of the High Court in *Coras Iompair Éireann v. An Bord Pleanála* [2008] IEHC 295 in terms of the difference between making planning judgments (which is a matter for expert planning officials in the Planning Authority) on the one hand, and statutory interpretation (which is a legal matter for the courts) on the other hand, it is, I believe, appropriate that Querist seek a declaration from the Planning Authority pursuant to section 5 of the PDA 2000.

89. Nothing further occurs.

CONLETH BRADLEY SC

August 20, 2020

APPENDIX I

Declaration, Report and Recommendation of Dun Laoghaire Rathdown County Council 18 June 2020 pursuant to section 5 of the Planning and Development Act 2000 (as amended) in relation to the Railway Station at Dalkey, County Dublin

Jacobs

Iarnród Éireann Station Accessibility - Arklow Station

Appropriate Assessment Screening Report

July 2022

Irish Rail

Iarnród Éireann Station Accessibility - Arklow Station

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Contents

Executive summary

Iarnród Éireann is progressing the development of new mobility access structures at eleven of their existing stations across Ireland. The purpose of this Appropriate Assessment Screening report is to identify whether, activities associated with this project (hereafter referred to as the Proposed Development), either acting individually or in-combination with other plans or projects result in likely significant effects (LSEs) on any European sites. All potential effects between activities associated with the Proposed Development and the ecological components of European sites were considered.

The Proposed Development is located at Arklow Train Station, County Arklow and comprises the and comprises the addition of a mobility impaired access structure (MIAS) and modifications to existing features and structures of the station.

A desk study and site visit were undertaken to inform the baseline description of the Proposed Development and surrounding environment. No evidence or records of Qualifying Interest (QI) species or habitats were found during the baseline characterisation. It was found that the Proposed Development is located in an urban environment, surrounded by buildings and artificial surfaces. There are no waterbodies within or in close proximity to the Proposed Development with the nearest river approximately 200m south of the site. The closest European site is over 5km from Arklow Train Station. The desk study identified one record of Japanese knotweed (*Reynoutria japonica*) and one record of rhododendron (*Rhododendron ponticum*) within 2km of the site.

The 'source-pathway-receptor' model was applied to assess if the Proposed Development may affect European sites. This took consideration of all potential impact pathways connecting elements of the Proposed Development to European sites in view of their conservation objectives. No European sites were considered to be within the Zone of Influence (ZoI) of the Proposed Development as there were no potential effect pathways between the Proposed Development and any European site. Buckroney-Brittas Dunes and Fen SAC, Kilpatrick Sandhills SAC and Slaney River Valley SAC are within the vicinity of the Proposed Development but are considered to be outside the ZoI, there is therefore no potential for LSEs to these European sites a result of progressing the Proposed Development.

As no European sites were considered to be within the ZoI of the Proposed Development no potential for LSEs were identified, therefore there is also no potential for LSEs in-combination with other projects to any European site or associated QI species as a result of progressing the Proposed Development.

The conclusion of the Screening for Appropriate Assessment is that there is no potential for LSEs alone or in combination, on the conservation objectives of any European Sites, therefore Appropriate Assessment of the proposed works is not required.

1. Introduction

1.1 Background

Iarnród Éireann are progressing projects for new mobility access structures at eleven existing stations across Ireland. The new mobility impaired access structure (MIAS) will provide access for mobility impaired passengers to the platforms on both sides of the tracks. The new MIAS is a hybrid assembly of different concrete and steel elements including a pair of staircases (two flights each), free standing lift shafts, support portals and a walkway. Associated works will include, car park improvements, installation of standing rest bars on both platforms, installation of induction loops, provision of auxiliary facilities, installation of tactile paving at the end of each platform and provision of a prioritised seating area for people with disabilities. The proposed structures will each be located on existing Iarnród Éireann lands.

The Proposed Development at Arklow Station is being progressed as part of Iarnród Éireann's Accessibility Programme, involving works to make the station 'un-assisted wheelchair accessible'. Other works such as alterations to station approach, buildings and platforms may also be proposed, dependent on the findings of station accessibility audits.

Irish Rail appointed Jacobs as Engineering Consultants for the development. As part of this appointment Jacobs ecologists were required to undertake a Screening for Appropriate Assessment (AA) of the proposed upgrade works. This report presents the findings of the AA Screening for the Proposed Development at Arklow Railway Station. The location of the train station s shown **Figure 1**.

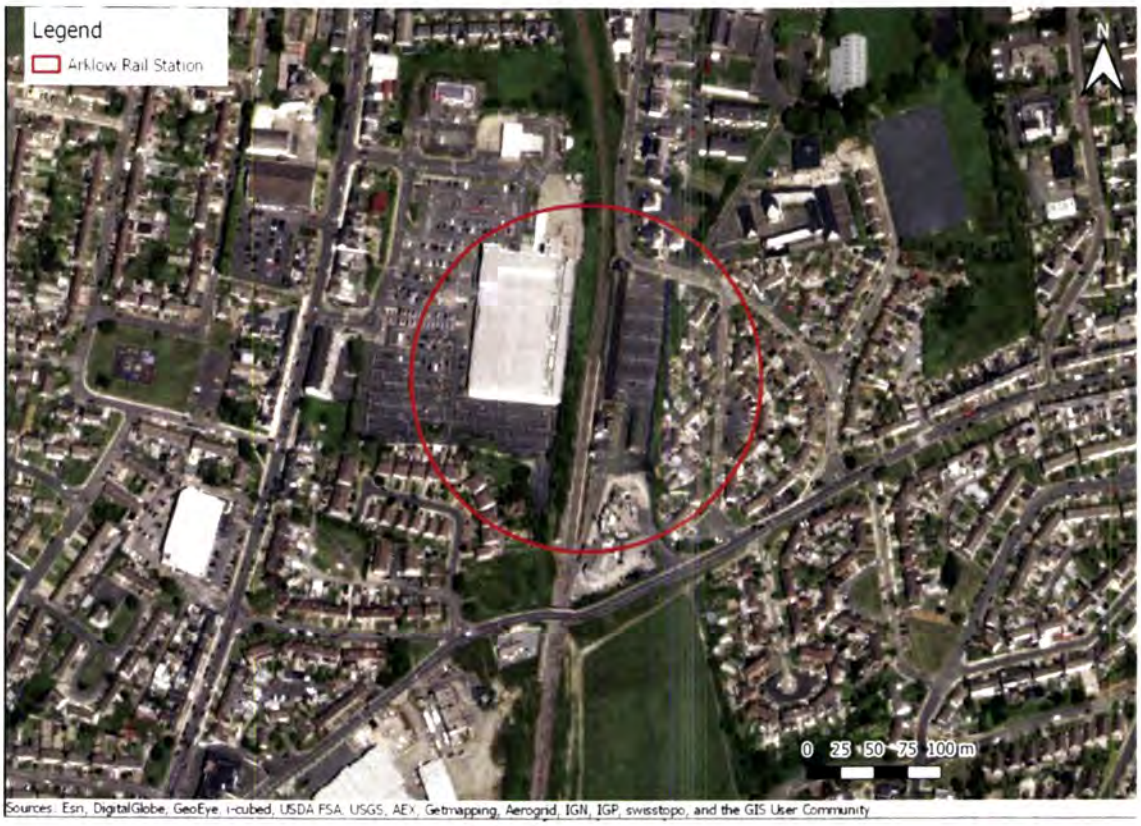

Figure 1: Location of Arklow Train Station[1].

1.2 Legislative context for Appropriate Assessment

Habitats and species of European importance are provided legal protection under the EU Habitats Directive 92/43/EEC (the Habitats Directive). The Directive protects habitats and species of community interest through the

[1] Satellite imagery source: Bing Virtual Earth (2021)

establishment and conservation of an EU-wide network of sites known as the Natura 2000 network (hereafter referred to as European sites[2]). European sites comprise Special Areas of Conservation (SACs[3]) and Special Protection Areas (SPAs).

The EU Habitats Directive (92/43/EEC) has been transposed into Irish law by the Planning and Development Act 2000 (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477/2011). Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect European sites.

Article 6(3) establishes the requirement for AA:

"Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

Article 6(4) states:

"If, in spite of a negative assessment of the implications for the [Natura 2000] site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, Member States shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted."

1.3 Stages in Appropriate Assessment

The purpose of Screening is to identify whether activities associated with plans or projects[4] either acting individually or in-combination with other plans or projects will result in likely significant effects (LSEs) on any European sites. All potential effects between activities associated with the plans or projects and the ecological components of European sites must be considered. This includes potential effects on mobile species, notably birds, mammals, invertebrates, and migratory fish.

If the prospect of LSEs occurring cannot be excluded on the basis of objective information, the plan or project is taken forward to the next stage of the process, Appropriate Assessment (AA). At Screening, the burden of evidence is to show, on the basis of objective information, and beyond reasonable scientific doubt, that the proposed plan or project will have no LSEs on a European site. If the effect is significant, or is not known, it would trigger the need for AA. An overview of the AA process is outlined below.

Screening: Screening determines whether an AA is required by determining if the project or plan is likely to have a significant effect on any European site(s) either individually or in-combination with other plans or projects, in light of the site's conservation objectives.

Appropriate Assessment: If the Screening has determined that AA is required, the competent authority then considers the effect of the project or plan on the integrity of the European site(s), specifically it must be determined if the project or plan will adversely affect the integrity of a European site(s) either individually or in-combination with other plans and projects in view of the sites' conservation objectives. Where potential adverse effects on site

[2] The term Natura 2000 network was replaced by 'European site' under the EU (Environmental Impact Assessment and Habitats) Regulations 2011 S.I. No. 473 of 2011.

[3] Candidate SAC (cSAC) are afforded the same protection as SACs. The process of making cSAC into SACs by means of Statutory instrument has begun and while the process is ongoing the term SAC will be used to conform with nomenclature used in the National Parks and Wildlife Services (NPWS) database.

[4] For the purposes of this assessment the Proposed Development is considered a type of project

integrity (AESI) are identified, mitigation measures are proposed to avoid adverse effects, as appropriate. For projects, the AA process is documented within a Natura Impact Statement (NIS).

Assessment of Alternative Solutions: Following AA, including mitigation proposals, if AESI remain, or uncertainty remains and the project/plan is to be progressed, an Assessment of Alternative Solutions is required under the provisions of Article 6(4) of the Habitats Directive. This process examines the alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the European site. If no alternatives exist, or all alternatives would result in adverse effects on the integrity of a European site, then either the process moves to the next stage or the project is abandoned.

Imperative Reasons of Overriding Public Interest (IROPI): In the unlikely event where an Assessment of Alternative Solutions fails to identify any suitable alternatives, then for a project or plan to be progressed it must meet the requirements of IROPI. In this case the provisions of Article 6(3) cannot be met and therefore, the provisions of Article 6(4) are used. If in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed, thus compensatory measures are implemented to maintain the coherence of the European site network in the face of adverse effects to the integrity of the site(s).

1.4 Purpose of this report

In the context of Article 6(3), Irish Rail as the lead Authority for this project, must carry out screening for AA of the Proposed Development to assess whether, on the basis of objective scientific information, the Proposed Development individually or in-combination with other plans or projects, is likely to have a significant effect on the conservation objectives of a European site(s). This report presents the information required for the competent authority, Wicklow County Council, to undertake Screening for AA for the Proposed Development.

1.5 Authors' qualifications and expertise

This report has been prepared by professional ecologists.

This report was written by Anthony Robb. He is a Senior Ecologist with Jacobs and holds a 1st class honours degree in Countryside and Environmental Management from Harper Adams University and is a Full Member of the Chartered Institute of Ecology and Environmental Management (CIEEM). He is an experienced Ecological Consultant with six years' professional consultancy experience. He has undertaken ecological assessments and surveys on a variety of project types (e.g. road schemes, waste, water, energy and pharmaceuticals) involving survey, mitigation and enhancement across the UK and Ireland. He specialises in ornithological surveys and has led multiple bird surveys using a variety of survey techniques. He has completed numerous AA assessments (and surveys to inform same).

The report was checked and reviewed by an Associate Director of Ecology. Dr Susie Coyle holds a BSc (Hons) in Aquatic Bioscience and a PhD in fish biodiversity from the University of Glasgow. She is a Chartered full Member of the Royal Society of Biology (MRSB), a full Member of CIEEM and a Member of the Institute of Fisheries Management (MIFI). She has fifteen years of consultancy experience in aquatic and terrestrial ecology with over 20 years' experience of field surveys and environmental sampling techniques.

2. Methodology

2.1 Desk review

The following key resources were analysed to inform the baseline description of the sites and surrounding environment:

- Google Earth and Bing aerial maps;
- Mapping of European site boundaries available online at www.npws.ie (accessed September 2021);
- Protected species data from the National Biodiversity Data Centre online at http://www.biodiversityireland.ie/ (accessed September 2021). Records within 2km of the survey area were analysed;
- National Parks and Wildlife Service (2019). The Status of EU Protected Habitats and Species in Ireland. Volume 3: Species Assessments. Unpublished NPWS report. Edited by: Deirdre Lynn and Fionnuala O'Neill;
- Online data available on European sites as held by the National Parks and Wildlife Service (NPWS) from www.npws.ie; and
- Environmental Protection Agency (EPA) rivers and water quality data Water Framework Directive (WFD) status online at https://gis.epa.ie/EPAMaps/ (accessed September 2021).

2.2 Site visit

A site walkover was undertaken by two experienced Jacobs ecologists on 25th August 2021. The extent of the survey area is shown in **Figure** 2. At this time habitats within the site were assessed for their potential to support rare or protected species and/or qualifying interests (Annex I habitats or Annex II species) associated with European sites. The assessment of protected species and habitats and/or invasive species was undertaken in line with the following guidelines and informed this Screening for AA:

- CIEEM Guidelines for Preliminary Ecological Appraisal. Second Edition (CIEEM, 2017);
- CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM, 2018);
- A Guide to Habitats in Ireland. The Heritage Council (Fossitt, 2000); and
- 2019 Article 17 reports[5].

[5] Article 17 Reports 2019 | National Parks & Wildlife Service (npws.ie)

Figure 2: Survey area[7].

2.3 Guidance documents

This Screening for AA was undertaken taking cognisance of the following guidance:

- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities (Department of Environment, Heritage and Local Government (DoEHLG), 2010).
- Appropriate Assessment Screening for Development Management. OPR Practice Note PN01. (Office of the Planning Regulator, 2021).
- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2002).
- Communication from the Commission on the Precautionary Principle (European Commission, 2000).
- Guidance Document on Article 6(4) of the 'Habitats Directive' 92/43/EEC. Clarification of the concepts of: Alternative Solutions, Imperative Reasons of Overriding Public Interest, Compensatory Measures, Overall Coherence, Opinion of the Commission (European Commission, 2007).
- Managing Natura 2000 sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (European Commission, 2018).

2.4 Screening methodology

The guidance documents outlined above set out the process for carrying out AA, the first stage of which is referred to as Screening. Steps required for screening include the following:

[7] Satellite imagery source: Bing Virtual Earth (2021).

- determining whether a project or plan is directly connected with or necessary to the conservation management of any European sites[8];
- describing the details of the project/ plan (including the site characteristics/ plan area);
- describing the characteristics of European sites that might be affected (i.e. identification of qualifying interest (QI) and conservation objectives (CO) that could be affected) as a result of progressing a plan or project;
- assessment of LSEs (direct and indirect) on relevant European sites, in view of the site's conservation objectives, either individually or in-combination with other plans and projects; and
- presenting a screening assessment which should determine if the plan/ project individually or in-combination with other plans and projects could undermine the conservation objectives of the site(s) and give rise to LSEs. The assessment of LSEs must be undertaken in the absence of mitigation measures.

2.4.1 Guiding principles and case law

The most recent Irish guidance in relation to AA was published in 2021 by the Office of the Public Regulator (OPR). This document provides information and guidance on the Irish planning application process and how to undertake a Screening for AA. A number of cases have been brought to both the national and European courts in relation to the AA process. Therefore, relevant case law, European Court of Justice (ECJ) rulings and EC publications have also been considered in the preparation of this Screening for AA.

2.4.2 Source-pathway-receptor model and Zone of Influence

When assessing the Zone of Influence (ZoI) the 'source-pathway-receptor' model is applied taking consideration of all potential impact pathways connecting elements of the Proposed Development to European sites in view of their conservation objectives.

The source-pathway-receptor conceptual model is a standard tool in environmental assessment. In order for an effect to occur, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism means that there is no likelihood for the effect to occur (e.g. no potential for LSEs). Potential impact pathways that may arise from a development may include but are not limited to:

- removal or loss of qualifying interest (QI)/ Special Conservation Interest (SCI)[9] habitat;
- removal or loss of habitat with which QI species are associated;
- mortality of QI species;
- physical disturbance to QI species;
- risk of pollution/reduction in water quality impacting on QI species; and
- changes to flow/water level impacting on QI species and their habitats.

The 'source- pathway-receptor' model is focused solely on the QIs for which European sites are designated as per the latest COs from the NPWS website[10].

The ZoI is the area over which effects could occur to ecological features from the Proposed Development. The determination of a ZoI for a project should be identified on a case-by-case basis as there may be an effect on European sites that are at a distance from the works. For example, where there is a hydrological link between the development site and a European site.

Considerations key in determining the potential ZoI include:

[8] The Proposed Development (project) is not directly connected with or necessary to the conservation management of any European Sites

[9] The specific named bird species for which a SPA is selected is called the 'Special Conservation Interests' (SCIs). However, in practice, the common terminology of Qualifying Interests applies also to SCI (and is used throughout this report for simplicity).

[10] https://www.npws.ie/protected-sites/conservation-management-planning/conservation-objectives

- ecological features within and in proximity to the Proposed Development;
- migratory/ mobile species of the area;
- construction/ operational activities that may cause a significant effect; and
- linkages to European sites or sensitive habitats connected to those sites.

3. Baseline characterisation

The results of the desk-based review and site visit are presented in the following sections. Photographs taken during the site visit are presented in **Appendix A** to give an overview of the habitats, species and watercourses/waterbodies within the vicinity of the Proposed Development. Habitat descriptions below are in the past tense, to reflect their accuracy at a point in the recent past.

3.1 Overview of the Baseline Environment

3.1.1 Habitats (including Annex I)

The Proposed Development is within an existing train station located in an urban environment. Most of the survey area comprised of hardstanding, carparks (including a section of Tesco carpark to the west), station buildings, service areas, rail infrastructure, existing footbridge and platforms (Photographs 1 and 2). The train station itself is a detached four-bay two-storey building. There was a work yard to the east of the site which comprised predominantly of hardstanding and a brick shed. The platform to the east of the site was mainly hardstanding with some ornamental planting along the platform. Buddleia (*Buddleja davidii*) was present at the end of the platform with an area of scrub to the north of the platform, dominated by horsetail (*Equisetum sp.*) with a stand of Himalayan honeysuckle (*Leycesteria formosa*) (Photograph 3). There was a thin strip of densely planted scrub woodland along the platform to the west of the site dominated by willow (*Salix sp.*) and hazel (*Corylus avellana*), with the understory made up of dense bramble (*Rubus fructicosus*). This area also contained some ornamental planting.

The area surrounding the station comprised residential/commercial buildings including Tescos and areas of scrub. A large wall to the west of the station separated the carpark at Tescos and the vegetation within the site (Photograph 4).

3.1.2 Species (including Annex II)

A search of the NBDC did not identify any records of QI species within a 2km radius of the site boundary and no QI species were recorded during the survey.

3.1.3 Aquatic Environment

No waterbodies or watercourses were present within the survey area, see **Figure 3**. The River Avoca (AVOCA_030) is located 200m to the south of the site. A review of the EPA mapper[11] for water quality data from 2013-2018 indicated that the River Avoca is under review for waterbodies at Risk and the WFD status is currently Moderate.

The Kilmurry Stream (_010) is located 830m to the south of the site. A review of the EPA mapper for water quality data from 2013-2018 indicated that the Kilmurry Stream has been assigned as At Risk and the WFD status is currently Unassigned. At Risk waterbodies are those that are at high risk of failing targets under the WFD.

The Avoca Estuary is 540m north of the site. A review of the EPA mapper for water quality data from 2013-2018 indicated that the Avoca Estuary has been assigned as At Risk and has a WFD status of Moderate.

[11] https://gis.epa.ie/EPAMaps/AAGeoTool

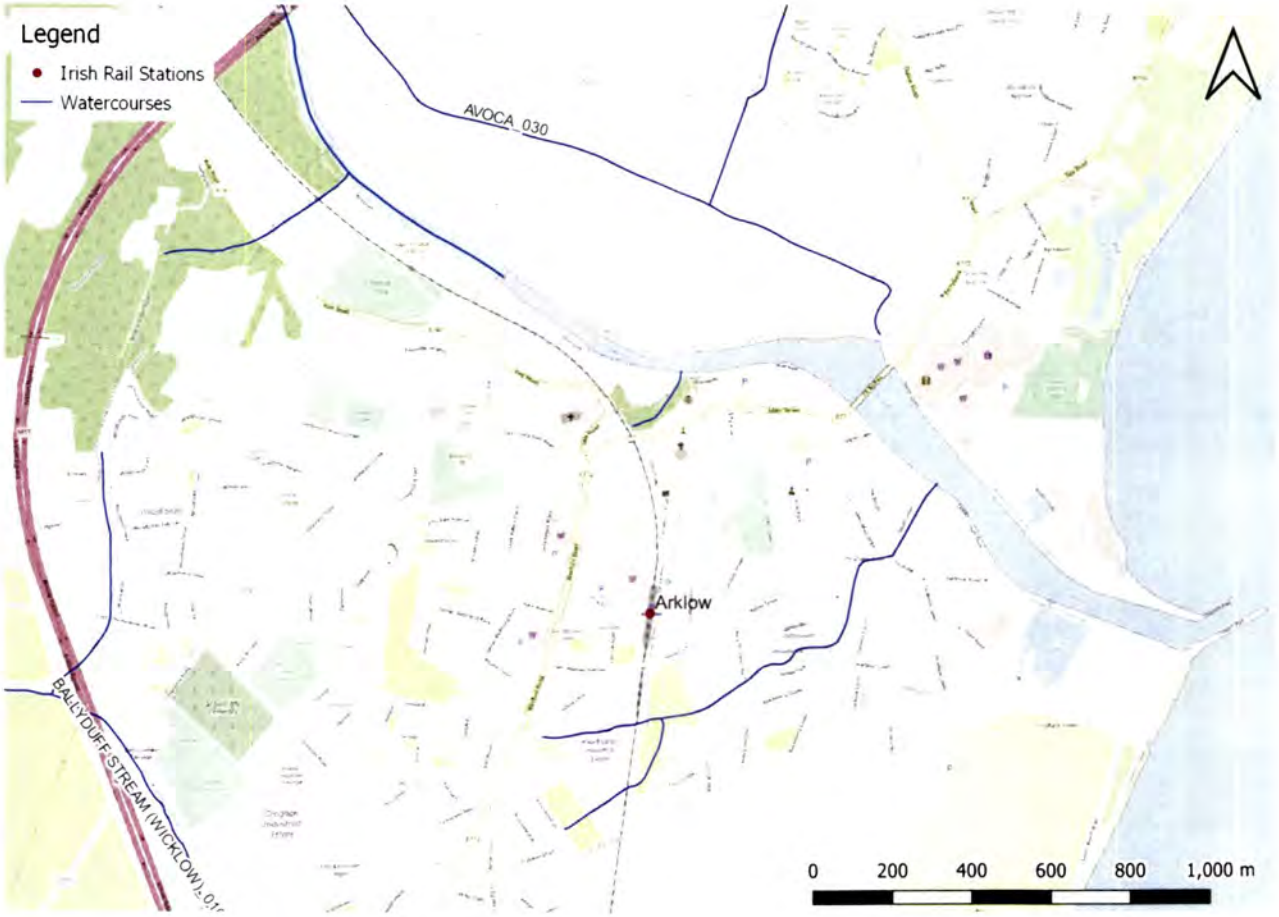

Figure 3: Watercourses in the vicinity of the site[12]

3.1.4 Invasive Species

No species listed on the Third Schedule of the EC (Birds and Natural Habitats) Regulations (S.I. 477 of 2011)[13] was recorded within the survey area during the field survey. A search of the NBDC identified one record of Japanese knotweed (*Reynoutria japonica*) and one record of rhododendron (*Rhododendron ponticum*) within 2km of the site.

[12] Map data copyrighted OpenStreetMap contributors and available from https://www.openstreetmap.org.

[13] Species listed on the Third Schedule: Part 1 are non-native species subject to restrictions under Regulations 49 and 50. Full list of species found here: https://invasivespeciesireland.com/wp-content/uploads/wp-post-to-pdf-enhanced-cache/1/third-schedule-part-1-plants.pdf

4. Screening

4.1 Description of the Proposed Development

The proposed development comprises the addition of a mobility impaired access structure at Arklow Railway Station, Arklow, County Wicklow. Arklow is an operational station but presently restricts the type of passengers who can easily avail of the rail service to primarily able-bodied passengers only. The proposed development is being progressed as part the Iarnród Éireann's Accessibility Programme, involving works to make the station 'un-assisted wheelchair accessible' and thereby adhering to the requirements under the Disability Act 2005. The structure is a hybrid assembly of different concrete and steel elements including a pair of staircases (two flights each), free standing lift shafts, support portals and a walkway.

Associated works will include, car park improvements, installation of standing rest bars on both platforms, installation of induction loops, provision of auxiliary facilities, installation of tactile paving at the end of each platform and provision of a prioritised seating area for people with disabilities.

To facilitate access a number of minor internal modifications need to be made to the existing station building and ticket office. These minor modifications include the provision of new compliant directional/informational signage, as well as tactile signage including braille information on wall and/or handrails and installation of help points. These developments will improve safety and access for all passengers.

The proposed project involves the construction of a new footbridge from the north of the site to the south across the platform. **Figure 4** shows the proposed bridge option with detailed drawings on location and design shown in **Drawing 1 – 9, Appendix B**.

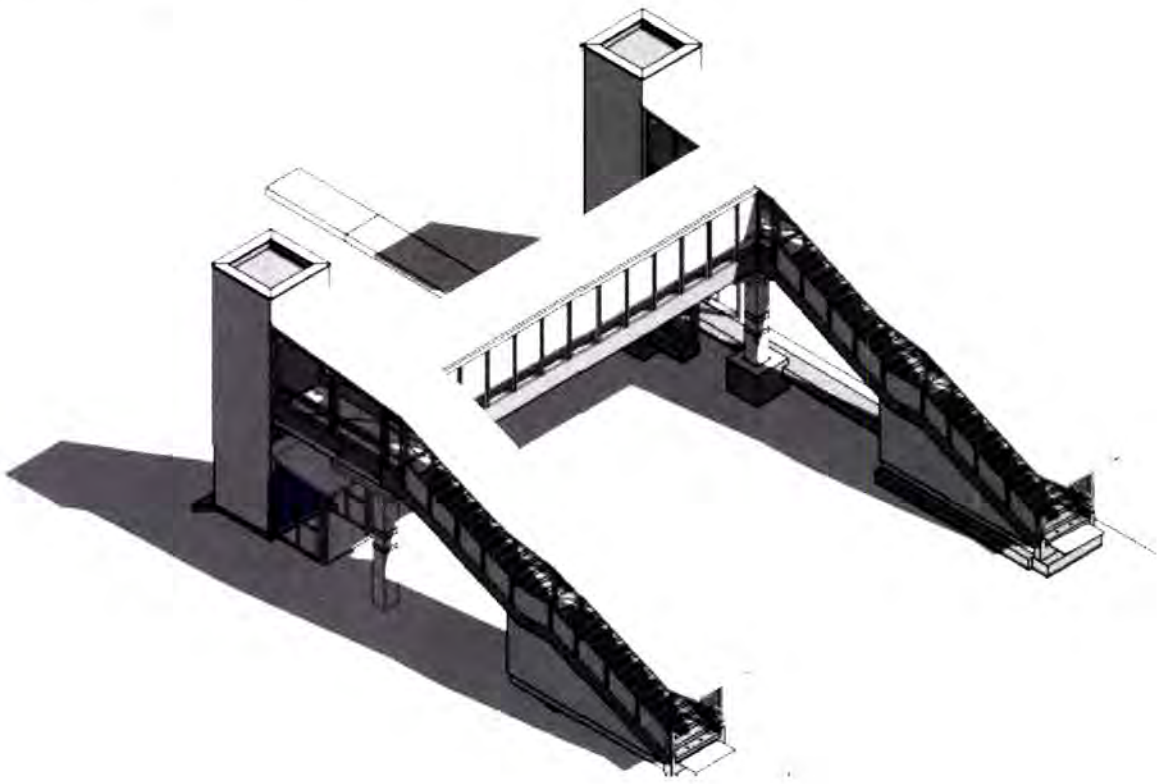

Figure 4: Irish Rail footbridge concept design

Access will be taken from the station entrance. Programme timing is anticipated to be between 2023 – 2025. Construction compound will be within the adjoining car park.

4.2 Potential effect pathways from the Proposed Development

Table 1 outlines broad categories of potential impacts that could occur as a result of the Proposed Development, and the potential effects on European sites and associated QI species or habitats.

Table 1: Potential effect pathways from Proposed Development on European sites

Broad categories of potential impacts on European sites	Potential effect pathways (distance assumptions shown in italics)
Physical loss of habitats/supporting habitat	The Proposed Development works including temporary works areas and access routes could result in direct loss of QI habitat (terrestrial or aquatic) in a European site. *Physical loss of habitat is only likely to be significant if it is within the boundary of a European site, or within an area of supporting habitat outside of the European site (for example, off-site area of known foraging, roosting, breeding habitat for a QI for which a European site is designated).*
Mortality	Mortality of species could occur through direct impact (e.g. destruction of an Otter holt) or as a result of pollution event to habitats that support QI species, aquatic species in particular (e.g. salmonids, Freshwater Pearl Mussel, etc).
Habitat degradation – changes in water quality (pollution)	Water quality can be affected by oil, chemicals, heavy metals and so on, or through chronic runoff of such materials. Water quality can also be affected by sedimentation through runoff from construction sites. Changes in water quality could directly affect QI species or habitats or affect them indirectly through loss of aquatic prey species, or through changes in their habitat. *Pollution effects can occur outside of a European site and at a considerable distance from works (for example, via hydrological link).*
Habitat degradation – hydrological/hydrogeological changes	Construction impacts related to tunnelling and/ or deep excavations affecting groundwater quality and/ or quantity and thereby the existing hydrological regime. Changes in hydrology can alter geomorphological processes which can affect the deposition of shingle or other material potentially impacting on QI fish species amongst others. Changes in these processes can impact aquatic/ riparian/ terrestrial habitats and species either directly or indirectly.
Disturbance (including biological disturbance)	Development could result in disturbance of QI species. This disturbance may include, but not be limited to, noise, vibration, movement (of people and/or vehicles) and lighting. Disturbance may lead to the abandonment of habitats or resting sites by QI species, which could include designated or supporting habitats outside of a European site. Spread of non-native invasive species.

4.3 European Sites within the ZoI of the Proposed Development

The 'source-pathway-receptor' model was applied taking consideration of all potential impact pathways connecting elements of the Proposed Development to European sites in view of their conservation objectives.

The Proposed Development was examined with reference to the location to European sites (see **Figure 5**) and taking account of the potential effects outlined in **Table 4.2** above, no European sites were considered to be within the ZoI of the Proposed Development due to a lack of ecological/hydrological connectivity with the site, habitats present within the site and /or physical distance.

European sites in the vicinity of the Proposed Development (but outside the ZoI) are described in Section 4.3.1 below.

4.3.1 European Sites in the vicinity of the Proposed Development (but outside the ZoI)

There are three European sites within the vicinity of the Proposed Development but which are outside any ZoI (due to a lack of ecological/hydrological connectivity with the site, habitats present within the site and /or physical distance), include the following (see Figure 5):

- Buckroney-Brittas Dunes and Fen SAC (000729): Located 5.7km overland to the north of the train station and designated for several wetland and coastal habitats including shingle beaches, saltmarshes, sand dune habitats and alkaline fens (NPWS, 2017a).
  - There is no potential for physical loss of SAC habitats given that the Proposed Development is 5.7km away and confined to the existing railway station area.
  - There is no hydrological/ecological connection between the Proposed Development and the SAC. Therefore, there is no potential pathway for impacts from the Proposed Development.
- Kilpatrick Sandhills SAC (001742): Located 6.3km overland to the south of the train station and is designated for a number of coastal habitats however is primarily a mature, relatively intact sand dune system (NPWS, 2017b).
  - There is no potential for physical loss of SAC habitats given that the Proposed Development is 6.3km away and confined to the existing railway station area.
  - There is no hydrological/ecological connection between the Proposed Development and the SAC. Therefore, there is no potential pathway for impacts from the Proposed Development.
- Slaney River Valley SAC (000781): Located 12.7km overland to the southeast of the train station and is designated for several Annex I habitats and Annex II species (NPWS, 2016b).
  - There is no potential for physical loss of SAC habitats given that the Proposed Development is 12.7km away and confined to the existing railway station.
  - There is no hydrological/ecological connection between the Proposed Development and the SAC. Therefore, there is no potential pathway for impacts from the Proposed Development.

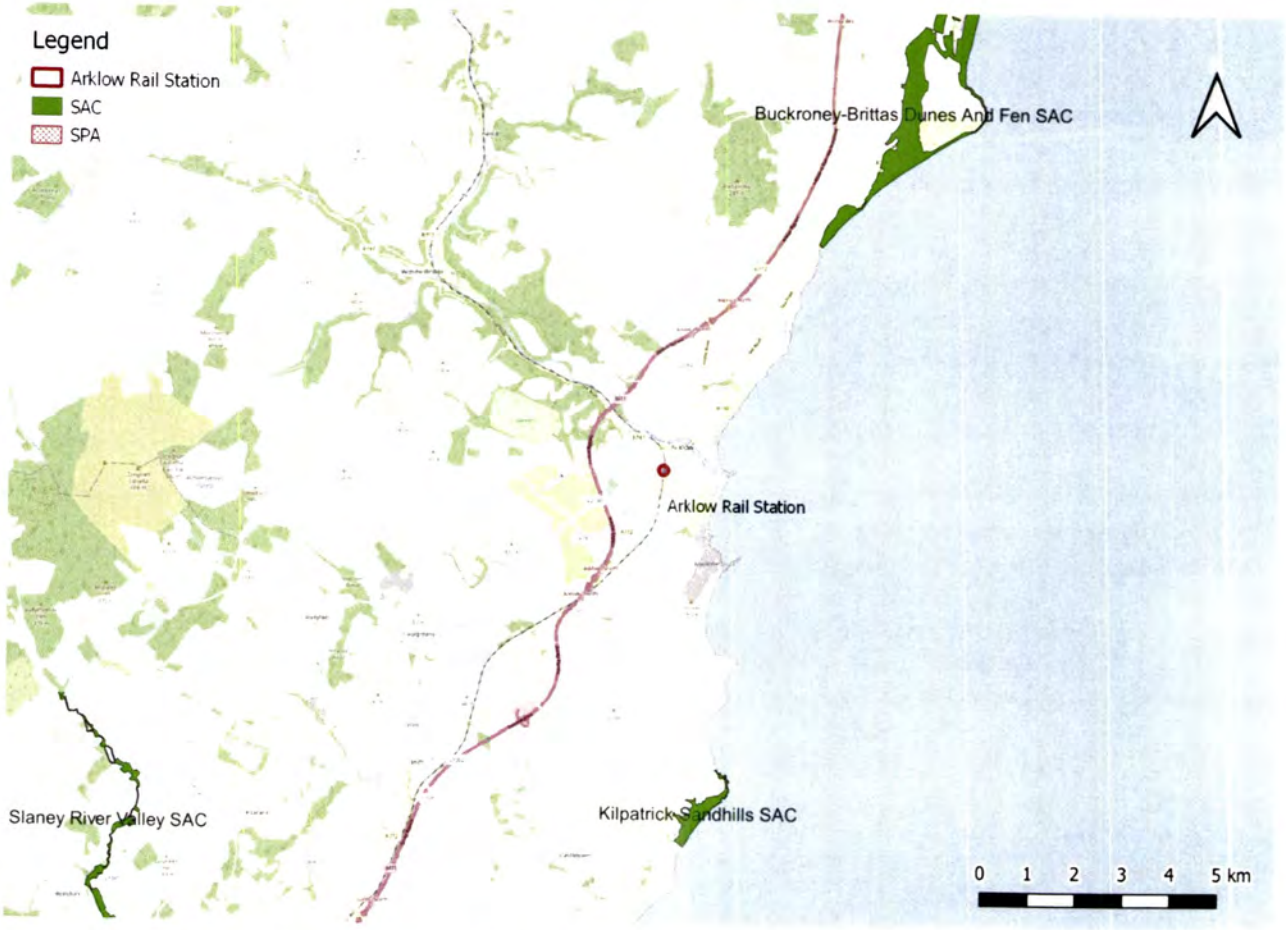

Figure 5: European sites within the vicinity of the Proposed Development[17]

[17] Map data copyrighted OpenStreetMap contributors and available from https://www.openstreetmap.org.

5. Assessment of Likely Significant Effects (LSEs)

5.1 Screening exercise

A screening exercise is usually undertaken to examine the potential effects of the Proposed Development on European sites and the QI/SCI (Annex I habitats and Annex II species) for which they are designated. The results of this exercise are used to provide a rationale for 'screening in or out' the project (and therefore, of potential relevance to the AA). However, as in Section 4.3 above no European sites were considered to be within the ZoI of the Proposed Development (due to the lack of any source-pathway-receptor') and therefore there is no potential for LSEs to any European site as a result of progressing the Proposed Development.

5.2 Likely Significant Effects

An examination of European sites and their QI features within the ZoI of the Proposed Development was examined in Section 4. No potential effect pathways were identified between the Proposed Development and European sites as outlined in Section 4.3.1, therefore, no sites were identified for further examination.

The determination of LSEs is considered to be any effect that may possibly occur as a consequence of a proposed development/plan that would undermine the conservation objectives for the site's QI/SCI features. In the assessment of LSEs, consideration is given to the questions and statements that identify what would constitute a significant effect in terms of loss, fragmentation, disruption, disturbance and changes to key elements affecting the QI/SCI features that may compromise the conservation objectives for that feature.

No LSEs were identified based on the following:

- The Proposed Development is contained within the existing station, works are small-scale and of short duration.; and
- There are no European Sites within the ZoI of the Proposed development given that there are no potential impact pathways from the Proposed Development to any European Site.

Given that the Proposed Development is located in the existing station area, surrounded by buildings and artificial surfaces, and that there is no hydrological link to European sites that are over 5km distance at the closest point with intervening land uses to the works, coupled with the short duration of the small-scale localised works there will be no LSEs on any European Sites from the Proposed Development.

5.3 In-Combination Effects

The Proposed Development is not connected with, or necessary to, the management of any European sites.

In order to take account of in-combination effects, plans, and projects that are completed, approved but uncompleted, or proposed (but not yet approved) should be considered in this context (European Commission, 2002).

This AA Screening report presents the objective scientific information required to inform a robust and complete examination of the potential impacts of the Proposed Development on European sites. Examination of potential direct and indirect effects that may arise from construction activities or the operation of the Proposed Development were considered, and no European sites were identified within the ZoI of the Proposed Development and as such there is no potential for LSEs were identified. Therefore, there is no potential for LSE either alone or in-combination with other plans or projects to undermine the integrity of any European site as a result of progressing the Proposed Development.

5.3.1 Conclusions of in-combination effects

In light of the above information there is no potential for in-combination effects to undermine the integrity of any European sites from the Proposed Development and other plans or projects.

6. Screening statement and conclusion

The Proposed Development is not connected with, or necessary to, the management of any European site(s).

This AA Screening report presents the objective scientific information required to inform a robust and complete examination of the potential impacts of the Proposed Development, namely Arklow Station new mobility impaired access structure (MIAS) and associated works on European sites.

The conclusion of the Screening for Appropriate Assessment is that there is no potential for Likely Significant Effects, alone or in combination, on the conservation objectives of any European site, therefore Appropriate Assessment of the Proposed Development is not required.

7. References

CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.1. Chartered Institute of Ecology and Environmental Management, Winchester.

CIEEM (2017) Guidelines for Preliminary Ecological Appraisal, 2nd edition. Chartered Institute of Ecology and Environmental Management, Winchester.

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European Commission (2000). Communication from the Commission on the Precautionary Principle. Office for Official Publications of the European Communities, Luxembourg.

Fossitt, J. A. (2000). A Guide to Habitats in Ireland. The Heritage Council.

NPWS (2017a) Conservation Objectives: Buckroney-Brittas Dunes and Fen SAC 000729 Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

NPWS (2017b) Conservation Objectives: Kilpatrick Sandhills SAC 001742. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

NPWS (2011) Conservation Objectives: Slaney River Valley SAC 000781. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

Web-based resources

EPA (2018) River Waterbody WFD Status 2013 – 2018. Accessed September 2021. Available: https://gis.epa.ie/EPAMaps/

OpenStreetMap contributors and available from https://www.openstreetmap.org (Accessed September 2021)

NPWS Conservation Objectives Website - https://www.npws.ie/protected-sites/conservation-management-planning/conservation-objectives (Accessed September 2021)

Satellite imagery source: Bing Virtual Earth (Accessed September 2021).

Species listed on the Third Schedule: Part 1 are non-native species subject to restrictions under Regulations 49 and 50. Full list of species found here: https://invasivespeciesireland.com/wp-content/uploads/wp-post-to-pdf-enhanced-cache/1/third-schedule-part-1-plants.pdf (Accessed September 2021).

Appendix A. **Photographs**

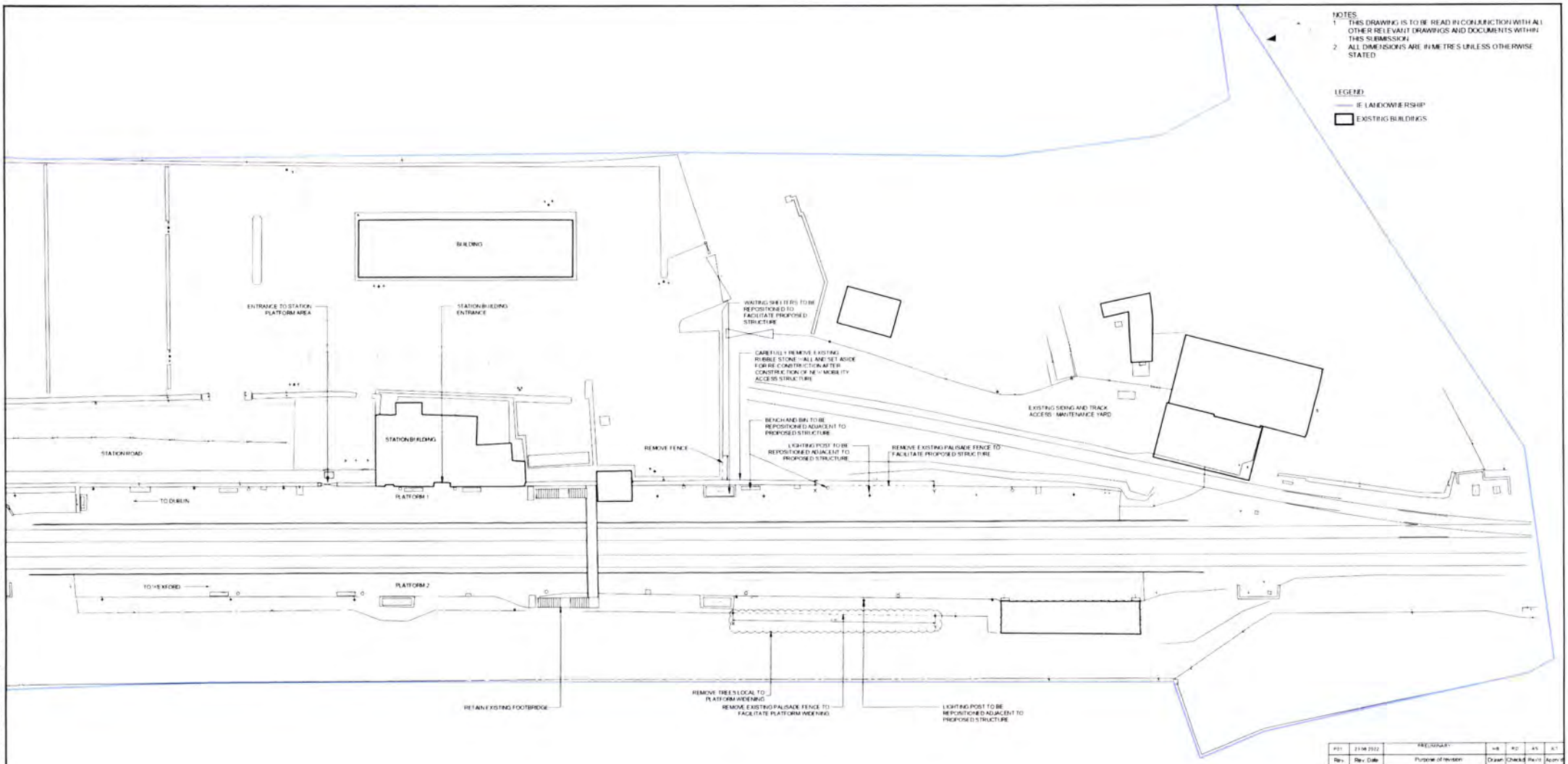
Photograph 1: Overview of station building

Photograph 2: Overview of platforms

Photograph 3: East platform with some ornamental planting and scrub

Photograph 4: Boundary wall separating Tesco car park to the west of the site

Appendix B. **Drawings**



Rev	Rev. Date	Purpose of Revision	Drawn	Checked	Rev'd	Accep'd
P01	23.06.2022	PRELIMINARY	HB	RO'	AS	KT

Jacobs

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
EXISTING LOCATION PLAN

Drawing status: PRELIMINARY

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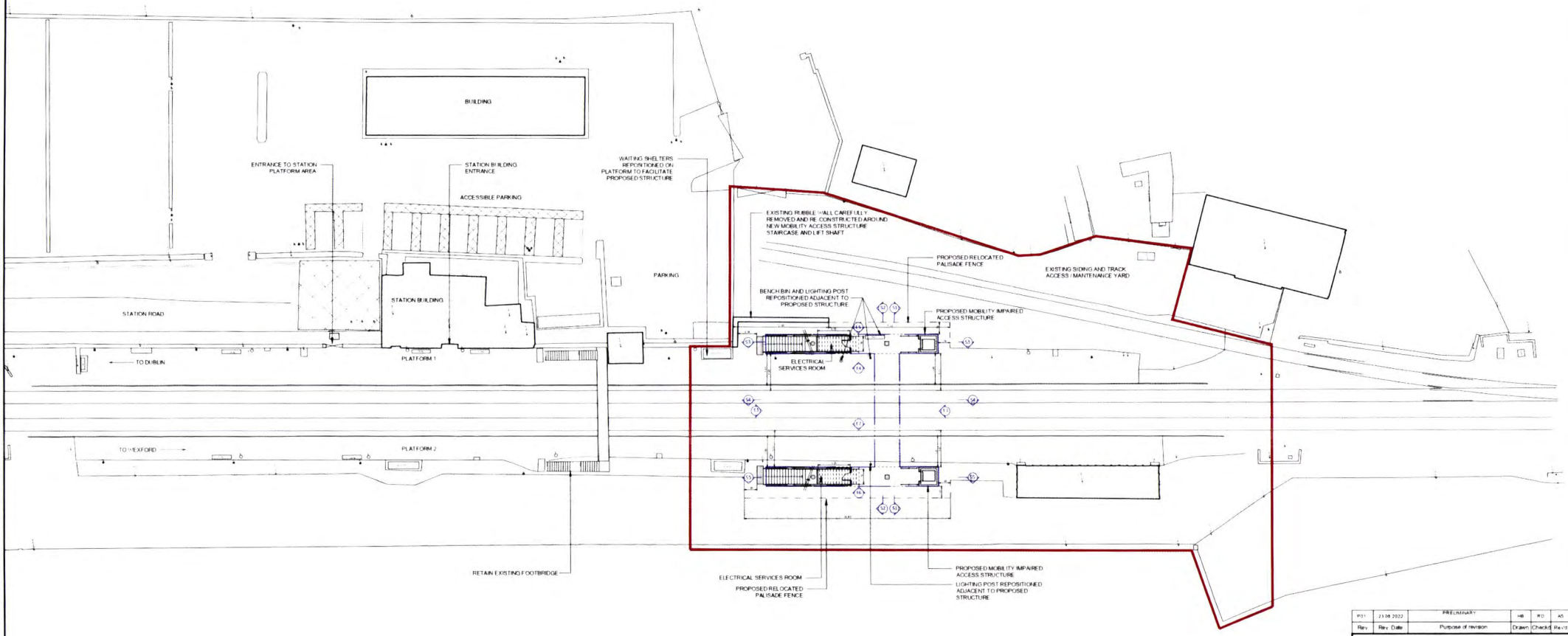
Client no.	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0100



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LEGEND:

- PROPOSED SITE WORKS BOUNDARY
- PLATFORM LANDING & CORDUROY TACTILE, 0.8 x 2.4m
- EXISTING BUILDINGS

SCALE 1:250

0 10 20 30 40 50

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appv'd
P01	21.06.2022	PRELIMINARY	HB	PD	AS	JLT

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Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
LOCATION PLAN

Drawing status: PRELIMINARY

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Client no	7483	

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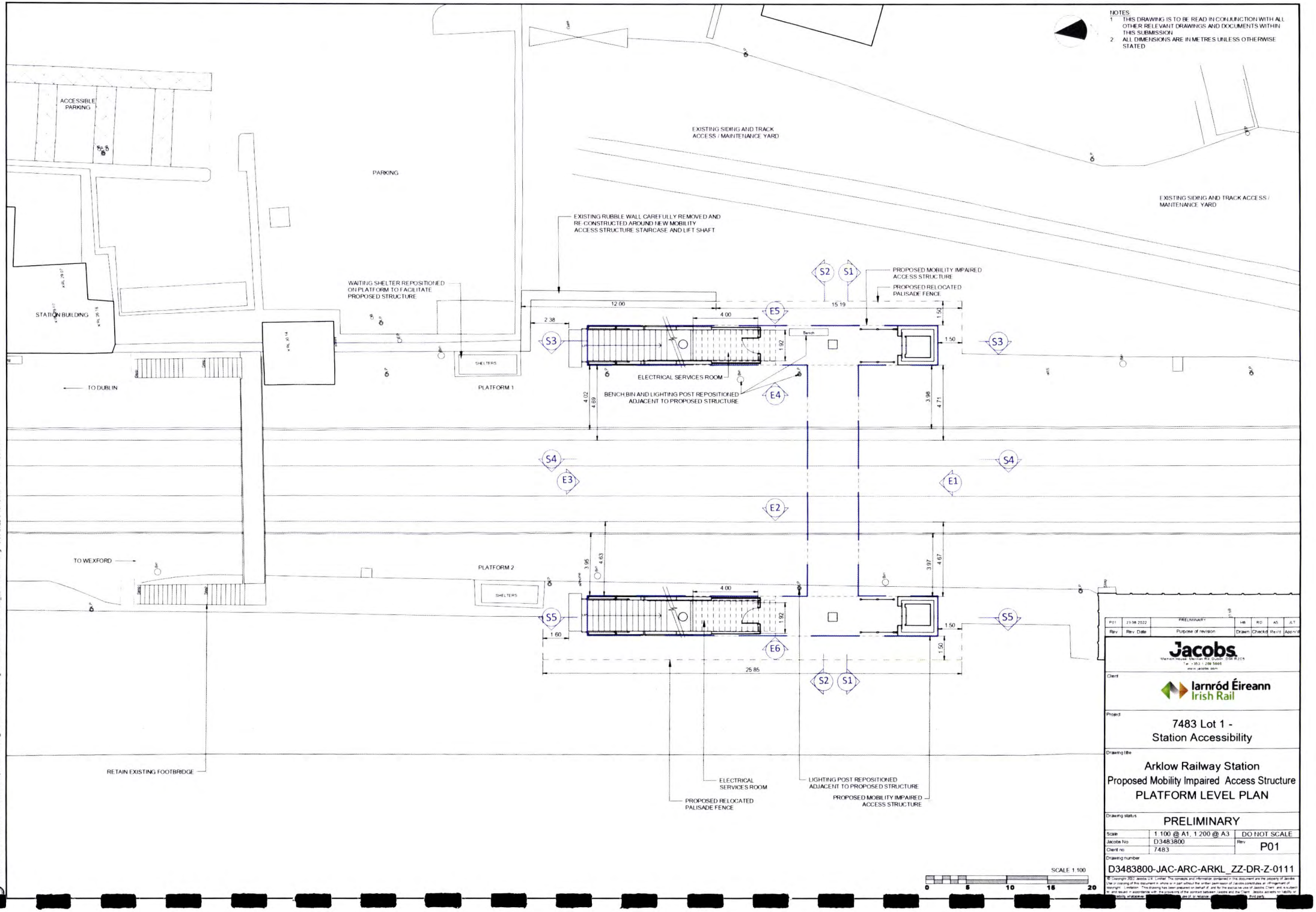
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ACCESSIBLE PARKING
PARKING
EXISTING SIDING AND TRACK ACCESS / MAINTENANCE YARD
EXISTING SIDING AND TRACK ACCESS / MAINTENANCE YARD
STATION BUILDING
EXISTING RUBBLE WALL CAREFULLY REMOVED AND RE-CONSTRUCTED AROUND NEW MOBILITY ACCESS STRUCTURE STAIRCASE AND LIFT SHAFT
WAITING SHELTER REPOSITIONED ON PLATFORM TO FACILITATE PROPOSED STRUCTURE
PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE
PROPOSED RELOCATED PALISADE FENCE
TO DUBLIN
PLATFORM 1
SHELTERS
ELECTRICAL SERVICES ROOM
BENCH,BIN AND LIGHTING POST REPOSITIONED ADJACENT TO PROPOSED STRUCTURE
TO WEXFORD
PLATFORM 2
SHELTERS
RETAIN EXISTING FOOTBRIDGE
ELECTRICAL SERVICES ROOM
PROPOSED RELOCATED PALISADE FENCE
LIGHTING POST REPOSITIONED ADJACENT TO PROPOSED STRUCTURE
PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE
S1
S2
S3
S4
S5
E1
E2
E3
E4
E5
E6
12.00
4.00
15.19
2.38
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4.71
3.95
4.63
3.97
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1.60
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P01 23.06.2022 PRELIMINARY HB RD AS AT
Rev Rev. Date Purpose of revision Drawn Checked Rev'd Appv'd
Jacobs
Client
Iarnród Éireann Irish Rail
Project
7483 Lot 1 - Station Accessibility
Drawing title
Arklow Railway Station
Proposed Mobility Impaired Access Structure
PLATFORM LEVEL PLAN
Drawing status
PRELIMINARY
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Jacobs No D3483800 Rev P01
Client no 7483
Drawing number
D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0111
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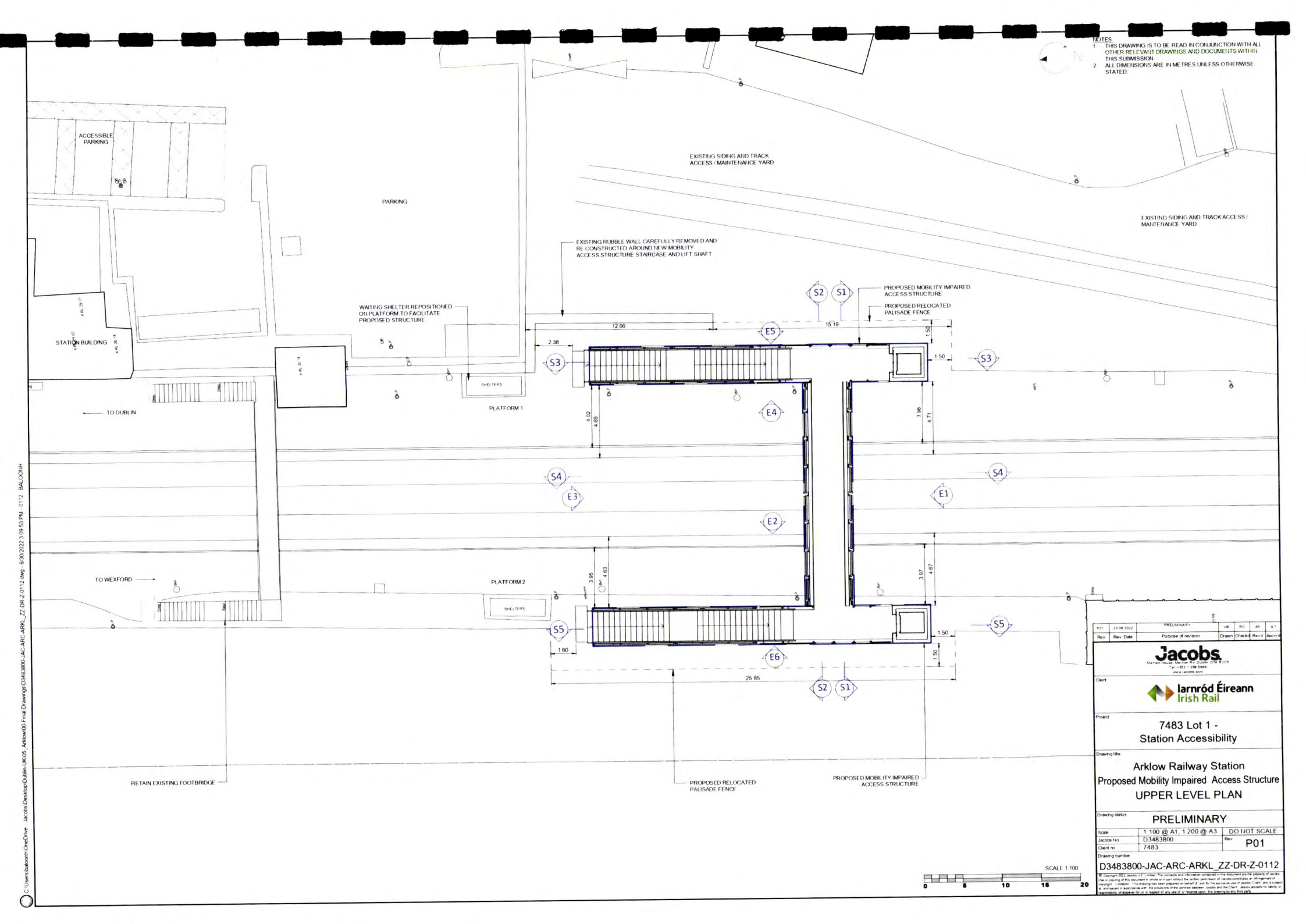

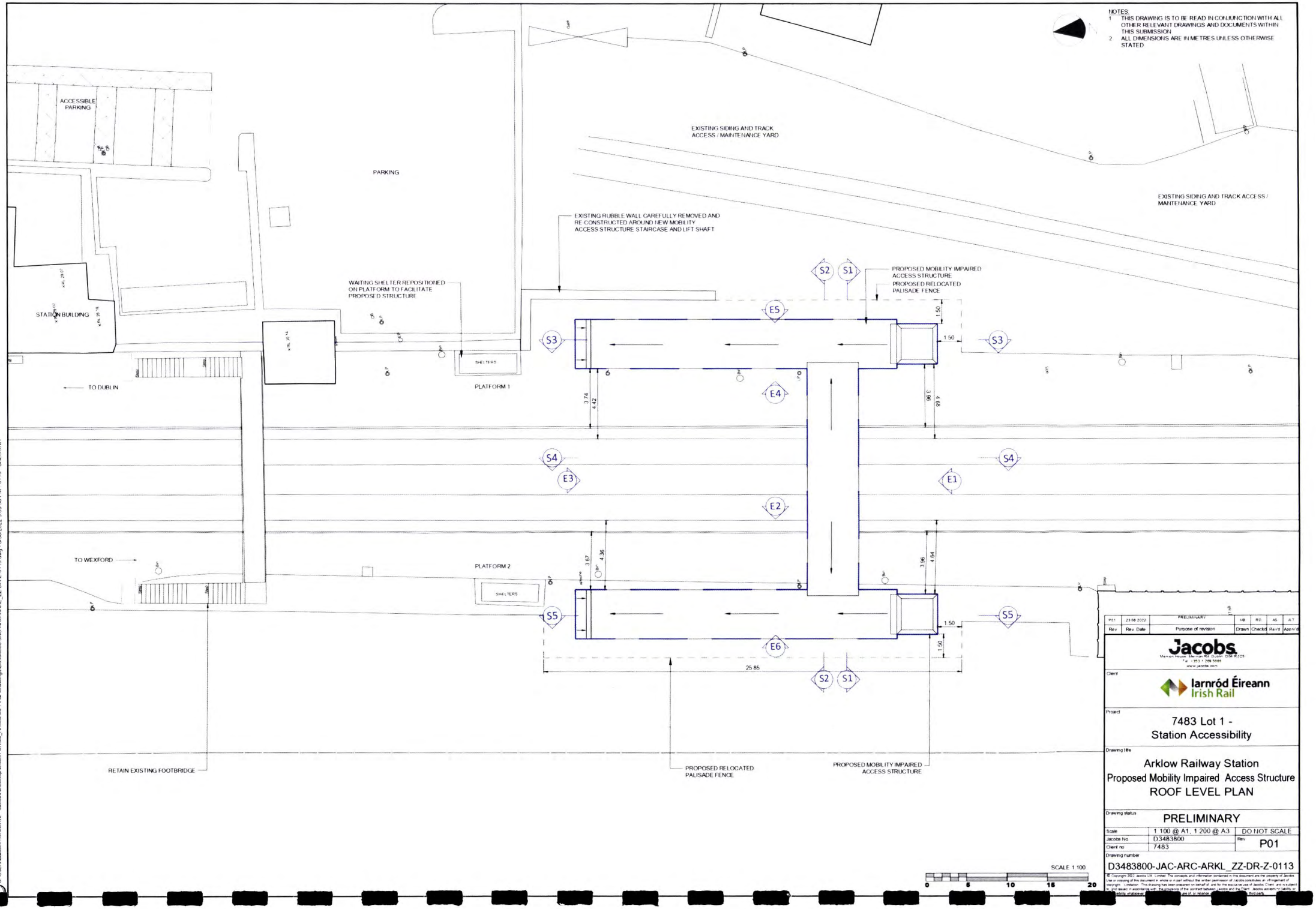

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P01	23.08.2022	PRELIMINARY	HB	RD	AS	AT

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
ROOF LEVEL PLAN

Drawing status: PRELIMINARY

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Jacobs No	D3483800	Rev P01
Client no	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0113

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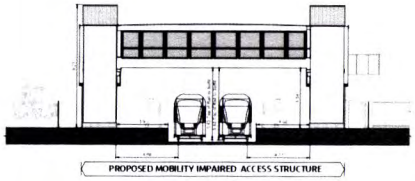

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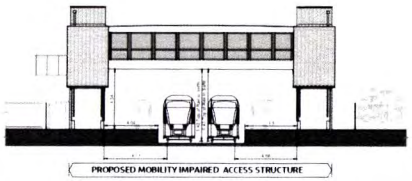

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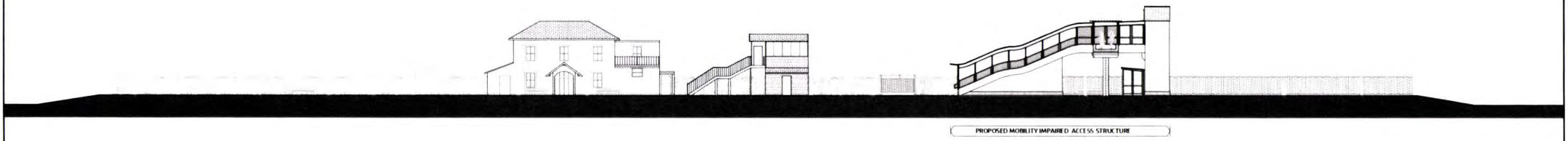
ELEVATION E2



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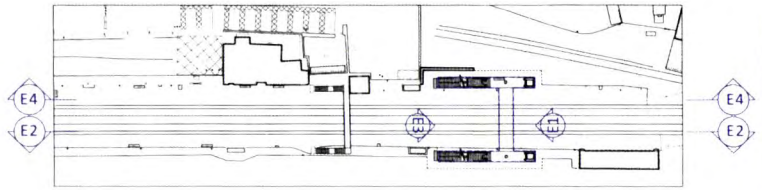

KEY PLAN

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Rev	Rev Date	Purpose of revision	Drawn	Checkd	Revd	Apprv'd
P01	23.06.2022	PRELIMINARY	HB	RD	AS	AT

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
CONTEXTUAL ELEVATIONS

Drawing status: PRELIMINARY

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Jacobs No	D3483800	Rev P01
Client no	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0201

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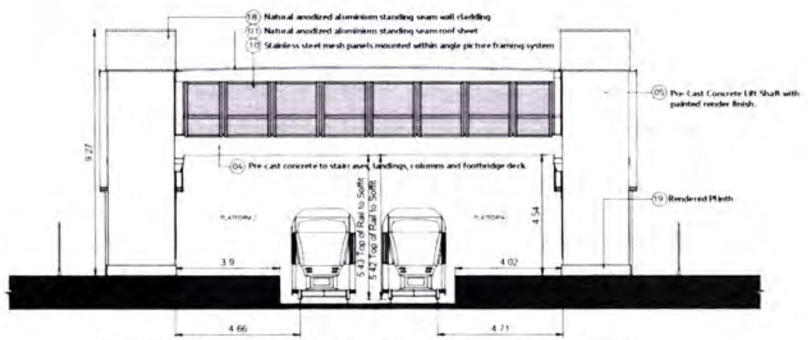
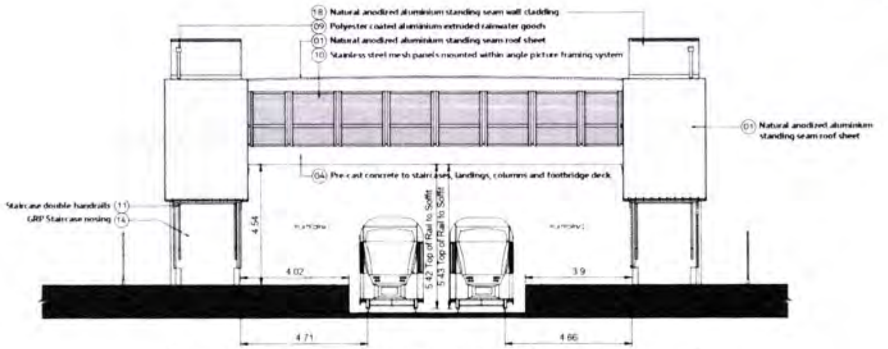


PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ELEVATION E1



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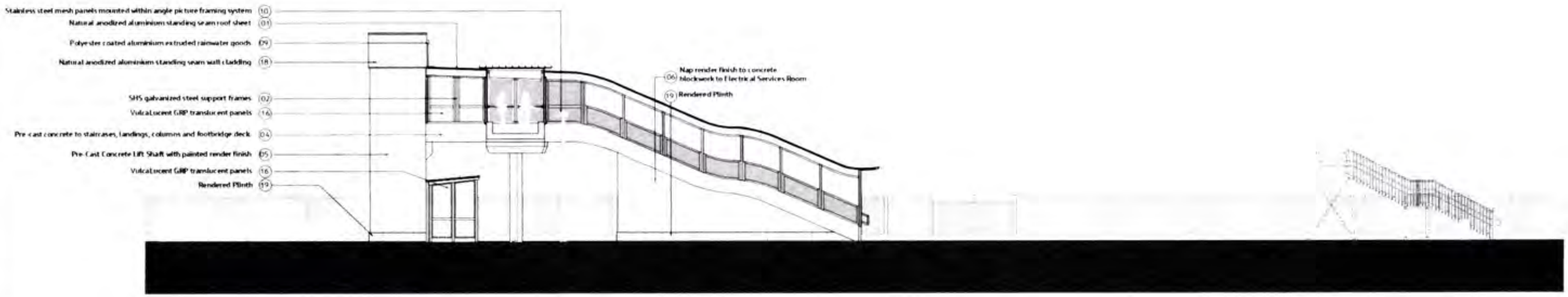
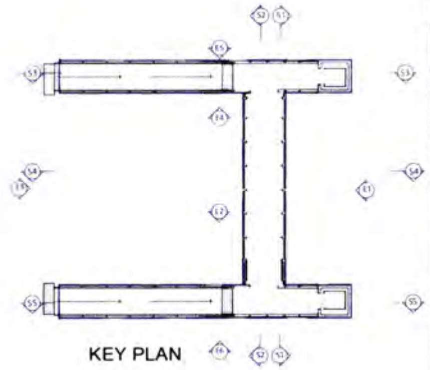
ELEVATION E3



PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ELEVATION E2



KEY PLAN

SCALE 1:100

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Planning Application Specification Notes

(01) **Natural anodized aluminium standing seam roof sheet**
Roof finish to be natural anodized aluminium standing seam roof sheet (Kalzip or similar approved) forming a self bending barrel vault curve to the FB deck with camber of approx. 130mm and 2°pitch with pre-formed curves to lift landings & staircase roofs. 18mm marine plywood deck on polyester powder finished steel structural deck (Tata Roofdek or similar approved). Galvanised steel valley gutter at base of staircase with upward curved pitched overhanging eaves and additional snow guard brackets.

(02) **SHS galvanized steel support frames**
Roof and balustrade guarding super structure to be galvanized finished SHS posts at 1500 to1800mm centres.

(03) **Polyester powder coated aluminium soffit cladding & fascia**
Polyester powder coated aluminium soffit cladding, verge flashing & fascia, 2mm thick and supported on marine plywood eaves roof overhang and support battens to eaves channel steelwork.

(04) **Pre-cast concrete to staircases, landings, columns and footbridge deck.**
Anodized aluminium side edging trim to staircase strings.

(05) **Pre-Cast Concrete Lift Shaft with painted render finish.**
Scabble concrete to recieve a nap render finish and stainless steel angle and stop beads.Paint Colour pantone warm Grey 4 / RAL 060 70 05.

(06) **Nap render finish to concrete blockwork to Electrical Services Room**
Nap render finish with surface set back 100mm from face of concrete string.
Stainless steel angles and stop beads.
Paint Colour Pantone Warm Grey 4 / RAL 060 70 05

(07) **Polyester powder finish steel door with louvre ventilation panel to Electrical Services Room**

(08) **Single ply polymeric membrane**
Liftshaft roof to be single-ply polymeric membrane system laid to 2°pitch. Low upstand parapet with polyester powder coated coping flashing.

(09) **Polyester coated aluminium extruded rainwater goods**
Polyester coated aluminium extruded rainwater goods, deck & staircase drainage, down pipes & liftshaft hopper (Alumasc or similar approved). Rainwater collected at base of staircases.

(10) **Stainless steel mesh panels mounted within angle picture framing system**
Balustrade infill panels of square plain lock woven mesh high tensile stainless steel wire Graepel IP2X or similar approved) mounted in angle "picture frames".

(11) **Staircase double handrails**
Staircase double handrails to be nylon coated galvanised steel (warm to the touch) in yellow (RAL 1023 Safety Yellow)

(12) **Tactile corduroy surface**
Tactile corduroy GRP to top staircases in colour buff bonded to deck (GripClad or similar approved)

(13) **Tactile corduroy concrete**
Tactile corduroy concrete paving to base of staircases in colour buff (Kilsaran or similar approved).

(14) **GRP Staircase nosing**
GRP Composite staircase treads and yellow nosing. (GripClad or similar approved). Minimum of 30LVR between adjacent surfaces. (Not labelled on drawings) Footbridge and Deck Drainage to Aco Hexi guard channels or similar

(15) **High friction asphalt surface**
Footbridge deck & landings to be surfaced with heavy duty and high friction methyl methacrylate based asphalt in grey RAL 7015 (Sterling Lloyd or similar approved)

(16) **Vulcalucent GRP translucent panels**
Balustrade infill panel and weather protection to lift landings VulcaLucent GRP translucent panels with shallow crinkle/ smooth surfaces mounted in stainless steel angle "picture frames".

(17) **Lift Doors and Control Panels**
Stainless steel brushed finish lift doors and architraves with polyester coated steel roller shutters outer door and shutter box concealed above lift doors.

(18) **Natural anodized aluminium standing seam wall cladding**
Vertical wall cladding to be natural anodized aluminium standing seam to match roof cladding.

(19) **Rendered Plinth**
Plain rendered painted plinth to match station building Colour Blue Grey RAL 7031

Rev	Rev. Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
P01	23.08.2022	PRELIMINARY	HB	RD	AS	AB

Jacobs.

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station Proposed Mobility Impaired Access Structure ELEVATIONS

Drawing status: PRELIMINARY

Scale	1:100 @ A1	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P01
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0202

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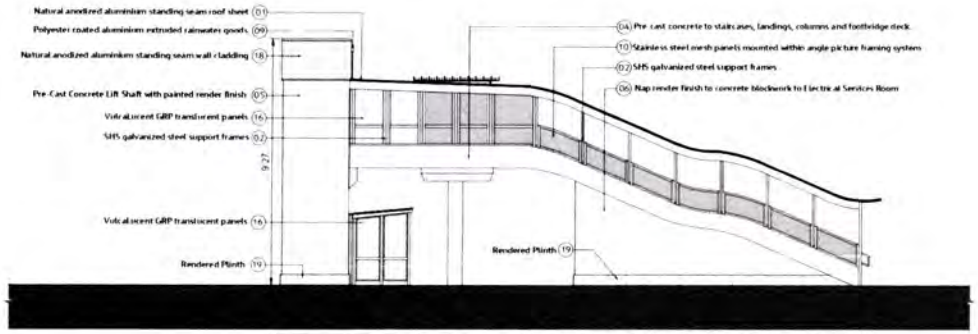

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

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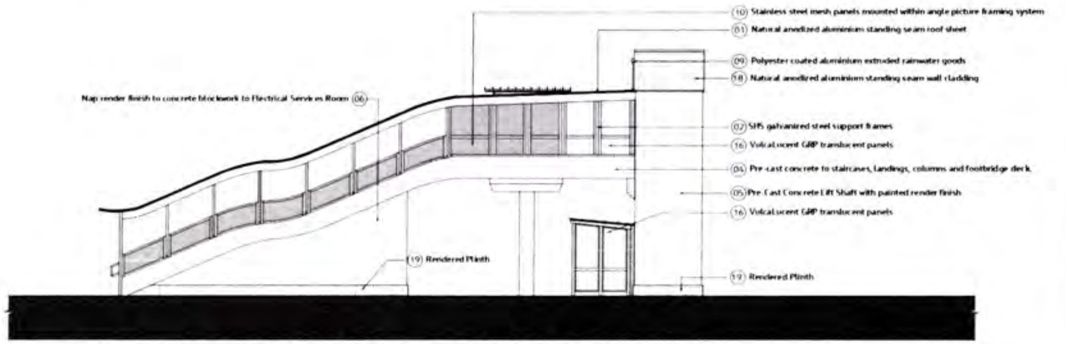

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

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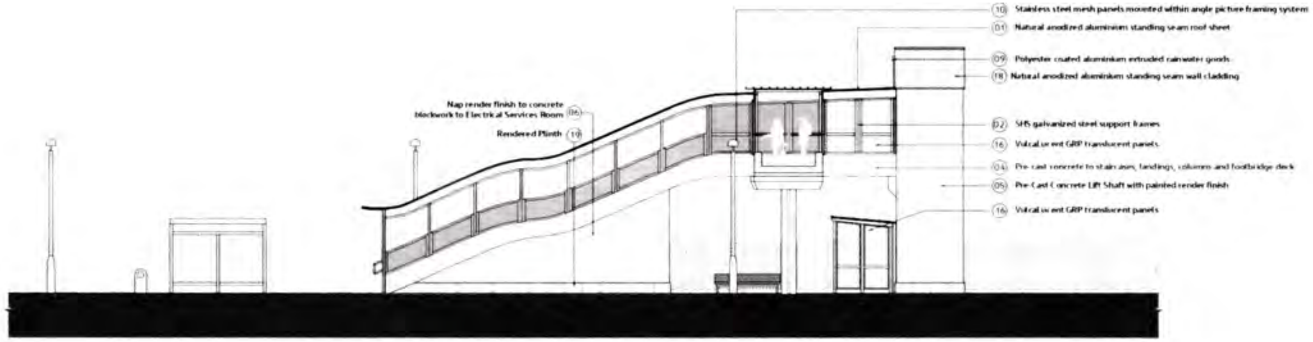
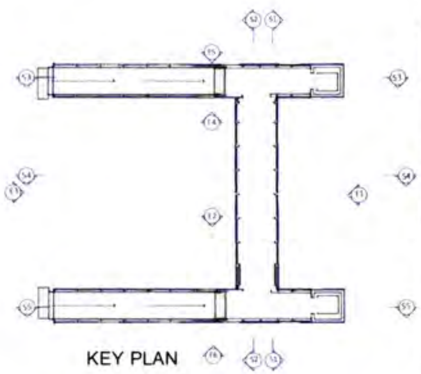


PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ELEVATION E4



KEY PLAN

SCALE 1:100

0 5 10 15 20

Planning Application Specification Notes

(01) **Natural anodized aluminium standing seam roof sheet**
Roof finish to be natural anodized aluminium standing seam roof sheet (Kalzip or similar approved) forming a self bending barrel vault curve to the FB deck with camber of approx. 130mm and 2°pitch with pre-formed curves to lift landings & staircase roofs. 18mm marine plywood deck on polyester powder finished steel structural deck (Tata Roofdek or similar approved). Galvanised steel valley gutter at base of staircase with upward curved pitched overhanging eaves and additional snow guard brackets.

(02) **SHS galvanized steel support frames**
Roof and balustrade guarding super structure to be galvanized finished SHS posts at 1500 to1800mm centres.

(03) **Polyester powder coated aluminium soffit cladding & fascia**
Polyester powder coated aluminium soffit cladding, verge flashing & fascia 2mm thick and supported on marine plywood eaves roof overhang and support battens to eaves channel steelwork.

(04) **Pre-cast concrete to staircases, landings, columns and footbridge deck**
Anodized aluminium side edging trim to staircase strings.

(05) **Pre-Cast Concrete Lift Shaft with painted render finish**
Scabble concrete to receive a nap render finish and stainless steel angle and stop beads. Paint Colour pantone warm Grey 4 / RAL 060 70 05.

(06) **Nap render finish to concrete blockwork to Electrical Services Room**
Nap render finish with surface set back 100mm from face of concrete string. Stainless steel angles and stop beads.
Paint Colour Pantone Warm Grey 4 / RAL 060 70 05

(07) **Polyester powder finish steel door with louvre ventilation panel to Electrical Services Room**

(08) **Single-ply polymeric membrane**
Liftshaft roof to be single-ply polymeric membrane system laid to 2°pitch. Low upstand parapet with polyester powder coated coping flashing.

(09) **Polyester coated aluminium extruded rainwater goods**
Polyester coated aluminium extruded rainwater goods, deck & staircase drainage, down pipes & liftshaft hopper (Alumasc or similar approved). Rainwater collected at base of staircases.

(10) **Stainless steel mesh panels mounted within angle picture framing system**
Balustrade infill panels of square plain lock woven mesh high tensile stainless steel wire Graepel (P23 or similar approved) mounted in angle "picture frames"

(11) **Staircase double handrails**
Staircase double handrails to be nylon coated galvanised steel (warm to the touch) in yellow (RAL 1023 Safety Yellow)

(12) **Tactile corduroy surface**
Tactile corduroy GRP to top staircases in colour buff bonded to deck (GripClad or similar approved).

(13) **Tactile corduroy concrete**
Tactile corduroy concrete paving to base of staircases in colour buff (Kilsaran or similar approved).

(14) **GRP Staircase nosing**
GRP Composite staircase treads and yellow nosing. (GripClad or similar approved). Minimum of 30LVR between adjacent surfaces. (Not labelled on drawings) Footbridge and Deck Drainage to Aco Heel guard channels or similar

(15) **High friction asphalt surface**
Footbridge deck & landings to be surfaced with heavy duty and high friction methyl methacrylate based asphalt in grey RAL 7015 (Sterling Lloyd or similar approved).

(16) **VulcaLucent GRP translucent panels**
Balustrade infill panel and weather protection to lift landings VulcaLucent GRP translucent panels with shallow crinkle/ smooth surfaces mounted in stainless steel angle "picture frames".

(17) **Lift Doors and Control Panels**
Stainless steel brushed finish lift doors and architraves with polyester coated steel roller shutters outer door and shutter box concealed above lift doors.

(18) **Natural anodized aluminium standing seam wall cladding**
Vertical wall cladding to be natural anodized aluminium standing seam to match roof cladding.

(19) **Rendered Plinth**
Plain rendered painted plinth to match station building Colour Blue Grey RAL 7031

Rev	Rev. Date	Purpose of revision	Drawn	Check'd	Rev'd	Apprv'd
P01	[illegible]	PRELIMINARY				

Jacobs

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

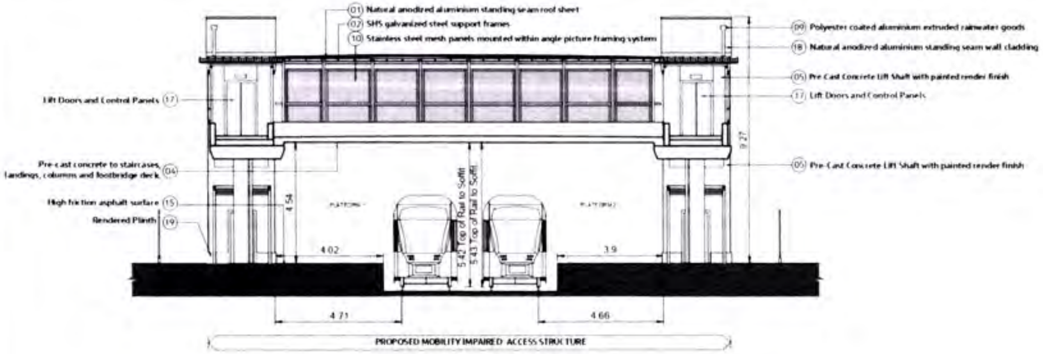
Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
ELEVATIONS

Drawing status: PRELIMINARY

Scale	1:100 @ A1	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P01
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0203

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DOCUMENTS WITHIN THIS SUBMISSION
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED



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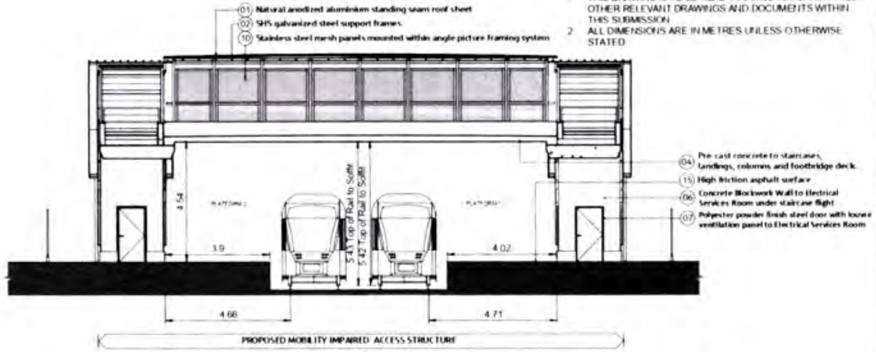

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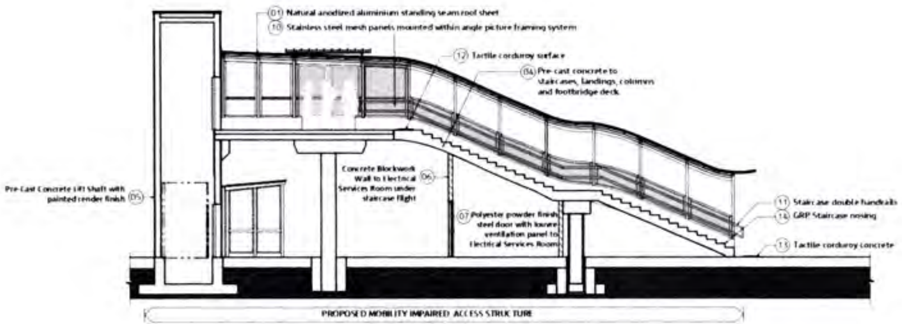

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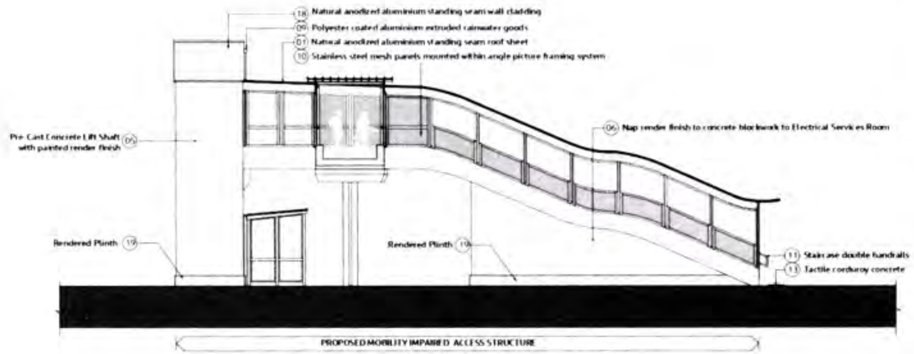

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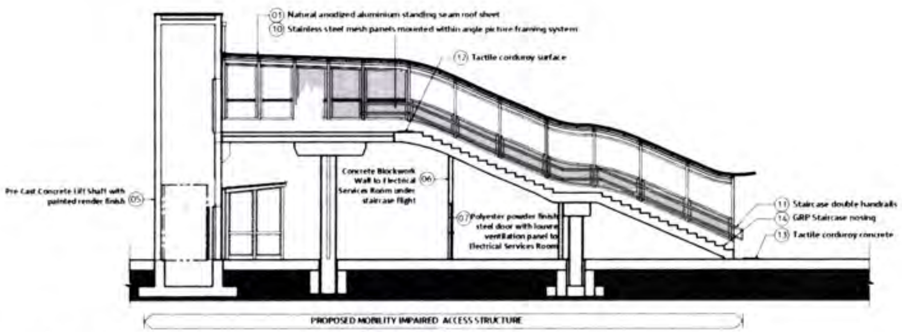

Section S5

Planning Application Specification Notes

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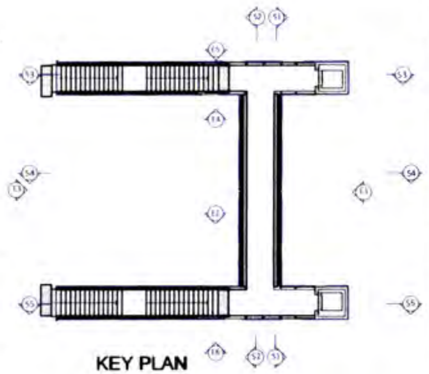
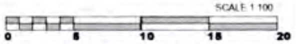


KEY PLAN

SCALE 1:100



Rev	Rev. Date	Purpose of revision	Drawn	Check'd	Rev'd	Apprv'd
P01	21.06.2022	PRELIMINARY	MB	RC	AS	AT

Jacobs

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
SECTIONS

Drawing status: PRELIMINARY

Scale	1:100 @ A1	DO NOT SCALE
Jacobs No.	D3483800	Rev P01
Client no.	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0204

Jacobs

Irish Rail Station Accessibility Programme

Environmental Impact Assessment (EIA) Screening Report - Arklow Railway Station

| L01

August 2022

Irish Rail / Iarnród Éireann

Irish Rail Station Accessibility Programme

Project No:	D3483800
Document Title:	Environmental Impact Assessment (EIA) Screening Report
Document No.:	TBC
Revision:	L01
Document Status:	S3
Date:	August 2022
Client Name:	Irish Rail / Iarnród Éireann
Client No:	Client Reference
Project Manager:	John-Luke Threadgold
Author:	Robert Fadden
File Name:	Irish Rail Station Accessibility Programme - EIA Screening Arklow Station

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
L01	August 2022	Draft for Client Review	RF	HC	SK	JLT

Contents

1. Introduction

1.1 Background

Iarnród Éireann / Irish Rail is currently undertaking an accessibility upgrade programme for a number of train stations located around Ireland. The work involved in this accessibility upgrade programme includes improvements to station buildings and associated infrastructure, primarily carparks and points of access / egress, where necessary, as well as the provision of a Mobility Impaired Access Structure (MIAS), access ramps, elevator lifts, hand-railings, improved lighting, surfacing and signage amongst other measures.

This document examines the implications of proposed works at Arklow Railway Station, County Wicklow in the context of establishing the need for an Environmental Impact Assessment (EIA) under the EIA Directive (2014/52/EU).

1.2 Structure of this Report

The structure of this report is set out as follows:

- **Section 2: Description of the Proposed Works** provides an outline of the specific details of the Proposed Works;
- **Section 3: Requirement for an Environmental Impact Assessment (EIA)** discusses EIA legislation, the EIA Screening Process, and the reasons why the Proposed Works do not meet the threshold for mandatory EIA;
- **Section 4: Conclusion;** and
- **Section 5: References.**

2. Description of the Proposed Works

2.1 Location of Proposed Works

Arklow Railway Station is located in the centre of the town of Arklow, County Wicklow. The site of the railway station is surrounded by urban development by way of a concentration of residential and commercial properties as well as community facilities.

The railway station was constructed in 1863 (NIAH, 2022) and is currently operated by Iarnród Éireann / Irish Rail. The existing station comprises two platforms, a detached four-bay, two-storey station master's building on the eastern platform with the two-track railway line running north to south to its immediate west. A pedestrian footbridge crossing the railway line also exists just to the south of the station master's building, while a medium sized car park is situated further east at the front of the station master's building, stretching to the north.

An aerial representation of the site location of the Proposed Works is presented in Figure 2.1.

Figure 2.1: Site Location of the Proposed Works (Jacobs (Europe Imagery Catalogue), 2022)

2.2 The Proposed Works

The Proposed Works comprises the addition of a MIAS at Arklow Railway Station, Arklow, County Wicklow. The structure is a hybrid assembly of different concrete and steel elements including a pair of staircases (two flights each), free standing lift shafts, support portals and a walkway.

Associated works will include car park improvements, provision of safe pedestrian crossing into the station, compliant seating, standing rest bars and shelters on both platforms, upgrades to display and announcement systems, installation of induction loops , installation of tactile paving at the end of each platform, new compliant directional / informational signage, as well as tactile signage including braille information on wall and / handrails and installation of help points.

As noted above, most of the Proposed Works are very minor in scale and some superficial in nature. The largest intervention is considered to be the new MIAS (comprising of lifts and stairs) that will cross over the two-track railway line. As such, this element of the Proposed Works is considered to be the basis for this EIA Screening Assessment as it is deemed to have the greatest potential for significant environmental impacts of all elements of the Proposed Works.

The location of the Proposed Works is presented in drawing D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0201 to D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0204 which accompanies this report in Appendix A.

3. Requirement for an Environmental Impact Assessment (EIA)

3.1 EIA Legislation

The Environmental Impact Assessment Directive is based on the precautionary principle and on the principles that preventive action should be taken, that environmental damage should, as a priority, be rectified at source and that the polluter should pay. Effects on the environment should be taken into account at the earliest possible stage in all the technical planning and decision-making processes.

The original Environmental Impact Assessment (EIA) Directive 85/337/EEC has been amended three times (Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and subsequently codified in an informal consolidated version by EIA Directive 2011/92/EU. The EIA Directive 2014/52/EU (the 'EIA Directive'), amending Directive 2011/92/EC on the assessment of the effects of certain public and private projects on the environment, came into force on the 15th May 2014. The Directive was transposed into Irish legislation on 01 September 2018.

The Proposed Development has been reviewed against the classes of development and thresholds set out in Annexes I and II of the EIA Directive, as transposed into Irish law by Schedule 5 of the Planning and Development Regulations 2001 to 2022 (the "Planning Regulations").

3.2 EIA Screening Methodology

EIA Screening is the first stage of the EIA process and determines whether the environmental impact of a proposed development or project will be such that an EIA is required.

EIA Screening for the Proposed Scheme was undertaken with consideration of the following legislation and guidance:

- Planning and Development Act, 2000 (as amended);
- Planning and Development Regulations, 2001 to 2022;
- Guidance on EIA Screening (European Union 2017); and
- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA 2022).

3.3 EIA Screening – Requirement for Mandatory EIA

The EIA Directive specifies the classes of project for which an EIA is required and the information which must be furnished within an Environmental Impact Assessment Report (EIAR). In accordance with Article 4(1) of the EIA Directive, all projects listed in Annex I to the EIA Directive are considered as having significant effects on the environment and shall be subject to Environmental Assessment. For projects listed in Annex II to the EIA Directive, the national authorities may determine whether an EIA is needed, either on the basis of thresholds/criteria or on a case-by-case examination.

The obligations as set out in the EIA Directive have been implemented into Irish law by the provisions of the Planning and Development Act 2000 (as amended), and the Planning and Development Regulations 2001 to 2022.

In order to determine whether an EIA is required for the Proposed Works, it is necessary to determine whether it is a project listed in one of the Annexes to the 2014 EIA Directive. These Annexes have been transposed into domestic

law by the provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001-2022.

The relevant classes of developments that require EIA are set out in Schedule 5 of the Planning and Development Regulations 2001-2022. Classes within Schedule 5, Parts 1 and 2, that are most relevant to the Proposed Works were considered and a determination against each one made, as follows.

3.3.1 Schedule 5, Part 1

No classes of developments as outlined in Schedule 5, Part 1 of the Planning and Development Regulations 2001-2022 were considered applicable or fitting of the Proposed Works.

3.3.2 Schedule 5, Part 2

The most relevant class of development in Schedule 5, Part 2 is Class 10(c) which requires EIA for the following:

Infrastructure Projects

(c) All construction of railways and of intermodal transhipment facilities and of intermodal terminals not included in Part 1 of this Schedule which would exceed 15 hectares in area.

In respect to this class, it is considered to be not applicable or fitting to the nature of the Proposed Works as they are not proposed to promote or facilitate intermodal movement or transhipment but rather better accessibility for persons in or around the railway station itself.

On the basis of the above, the Proposed Works do not fall within the mandatory EIA requirements and therefore, a sub-threshold assessment of the need for an EIA is required.

3.4 Sub-Threshold Development Requiring EIA – Criteria to Determine Significance

The EIA Directive states at paragraph 27 that *"the Screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment."*

As noted above, the Proposed Works do not constitute the nature or scale of any of the class of developments within Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001-2022, therefore a sub-threshold assessment of the potential for significant environmental effects on the environment is required.

The EIA Directive includes an updated Annex III 'Selection Criteria Referred to in Article 4(3)' (Criteria to determine whether the projects listed in Annex II should be subject to an Environmental Impact Assessment). This Annex is mirrored in Schedule 7 of the Planning and Development Regulations 2001-2022.

The criteria are grouped under three headings:

- Characteristics of projects;
- Location of projects; and
- Type and characteristics of the potential impacts.

The sub criteria associated with each of the above criteria have been taken into account and are considered in the context of the Proposed Works in the sections below. To assist with the consideration of the above criteria the European Commission publication, Environmental Impact Assessment of Projects - Guidance on Screening

(European Union, 2017) has been used to support these considerations and subsequently inform the EIA screening recommendation.

3.4.1 Screening Criteria and Sub-Threshold Assessment

The EIA Regulations 2018 draw from the EIA Directive 2014 to set out screening criteria for EIA to assist in determining likely significant impacts and the requirement for EIA for projects which do not meet the thresholds in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations 2001-2022.

Table 3.1 presents a summary of the findings of the sub-threshold assessment. It sets out the EIA Screening Criteria, a commentary on each of these, where these are addressed within the sub-threshold assessment, and a conclusion is drawn as to whether a significant impact against each criterion is identified.

Table 3.1 EIA Screening Criteria and Sub-Threshold Assessment (as per Schedule 7 of the Planning and Development Regulations 2001-2022 and Annex III of the EIA Directive)

EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
Characteristics of Proposed Development			
The size and design of the whole of the proposed development	The Proposed Works comprise a range of measures / improvements (see Section 2.2 for details) that are located within the confines or curtilage of the existing railway station.	N/A	No
Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	The majority of recent planning applications in the vicinity of the Proposed Works are considered to be small scale domestic applications (Wicklow County Council, 2022). Taking this into account, and given the small scale and nature of the Proposed Works, cumulative impact with these other projects are not expected.	N/A	No
The nature of any associated demolition works	No demolition works are proposed as part of the Proposed Works	N/A	No
The use of natural resources, in particular land, soil, water and biodiversity	Deep excavations are not anticipated to be required as part of the Proposed Works, as such no significant impacts are expected. No protected habitat or species were identified in the confines of the site location of the Proposed Works.	Section 3.4.3 Biodiversity; Section 3.4.9 Soils, Geology and Hydrogeology; Section 3.4.10 Water Quality	No
The production of waste	Waste materials will be produced during construction as a result of construction activities / processes. No demolition is required. All wastes generated will be handled, transferred and disposed in accordance with relevant waste management legislation.	Section 3.4.7 Resource Use and Waste Management	No
Pollution and nuisances	Potential for increased dust, vehicle emissions and noise pollution during construction	Section 3.4.5 Population & Human Health;	No
The risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	There is a risk of train strike for construction personnel while working alongside a live railway. The likelihood of any accidents or incidents during construction and operation will be managed in accordance with relevant health and safety legislation and by the implementation of best practice construction and operational procedure management.	Section 3.4.11 Major Risks and Accidents	No

EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
The risks to human health (for example, due to water contamination or air pollution)	Significant impacts on human health are not anticipated.	Section 3.4.5 Population & Human Health;	No
Location of Proposed Development			
The existing and approved land use	The site location of the Proposed Works comprises an existing railway station, the Proposed Works are consistent with the current land-use of the site.	Section 2 Description of the Proposed Works	No
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The Proposed Works comprise a series of relatively small-scale measures that will require a limited amount of natural resources, including materials such as steel, concrete and pipe which will be imported.	Section 2 Description of the Proposed Works	No
The absorption capacity of the natural environment, paying particular attention to the following areas: (i) Wetlands, riparian areas, river mouths; (ii) Coastal zones and the marine environment; (iii) Mountain and forest areas; (iv) Nature reserves and parks; (v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive; (vi) Areas in which there has already been a failure to meet the environmental quality standards, laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure; (vii) Densely populated areas; and (viii) Landscapes and sites of historical, cultural or archaeological significance.	The site location of the Proposed Works comprises an existing railway station, the site of which is not located in any environment type as listed in (i) to (viii)	Section 3.4.3 Biodiversity; Section 3.4.8 Archaeology, Architectural and Cultural Heritage; and Section 3.4.10 Water Quality	No
Types and Characteristics of Potential Impacts			
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected) The nature of the impact	The Proposed Works comprise a series of small-scale measures that will be confined to the curtilage of the existing railway station. The population of Arklow may experience some temporary effects during construction (such as increased noise,	Section 3.4.1 to 3.4.11	No

EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
	dust and traffic), however these are not expected to be significant.		
The transboundary nature of the impact	There are no transboundary impacts associated with the Proposed Works.	Section 2 Description of the Proposed Works	No
The intensity and complexity of the impact	The Proposed Works comprise a series of relatively small-scale measures that will improve the accessibility of the railway station. The Proposed Works will be confined to the curtilage of the existing railway station.	Section 3.4.1 to 3.4.11	No
The probability of the impact	The probability of impacts has been considered throughout this sub-threshold assessment and are as reported herein	Section 3.4.1 to 3.4.11	No
The expected onset, duration, frequency and reversibility of the impact	The impact of the Proposed Works is expected to be temporary in nature and of short duration during construction. There are no negative operational impacts expected.	Section 3.4.1 to 3.4 11	No
The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	The majority of recent planning applications in the vicinity of the Proposed Works are considered to be small scale domestic applications. Given the small scale and nature of the Proposed Works, cumulative impact with these other projects are not expected.	N/A	No
The possibility of effectively reducing the impact	Standard mitigation measures will be implemented, where appropriate, to ensure any potential impacts are minimised as far as possible in accordance with best practice construction management.	Section 3.4.1 to 3.4.11	No

3.4.2 Environmental Sensitivities Within Close Proximity

This section has regard to the environmental topics as set out within the EIA Directive, as amended, as follows:

- Section 3.4.3: Biodiversity;
- Section 3.4.4: Landscape and Visual
- Section 3.4.5: Population & Human Health (including Air, Odour and Noise);
- Section 3.4.6: Traffic and Transport
- Section 3.4.7: Resource Use and Waste Management;
- Section 3.4.8: Archaeology and Cultural Heritage;
- Section 3.4.9: Soils, Geology and Hydrogeology;
- Section 3.4.10: Water Quality;
- Section 3.4.11: Major Risks and Accidents; and,
- Section 3.4.12: Interrelationship Between Environmental Topics.

The assessments here provide an overview of the potential impacts taking into account any standard mitigation measures during construction (i.e. industry best practice, good practice site management, etc.); no mitigation is identified for operational impacts given the nature and minor scale of the infrastructure proposed as part of the Proposed Works.

3.4.3 Biodiversity

3.4.3.1 Biodiversity Assessment

A biodiversity assessment has been carried out to support and inform this sub-threshold assessment of the Proposed Works at Arklow Railway Station.

The biodiversity assessment comprised a desk-based study followed by a site visit (in August 2021) in order to ascertain the potential to support rare or protected species and / or qualifying interests (Annex I or Annex II species) associated with European sites.

No protected / notable habitats or species (including invasive species) were identified within the confines of the site location of the Proposed Works. As such, no impacts are anticipated on protected habitat or species as a result of the Proposed Works.

3.4.3.2 Appropriate Assessment

European sites were reviewed for consideration based on their presence within the Zone of Influence (ZoI) of the Proposed Works and potential connectivity to European sites. No European sites were considered to be within the ZoI of the Proposed Works due to a lack of ecological / hydrological connectivity with the site, habitats present within the site and / or physical distance. The closest European site is the Buckroney-Brittas Dunes and Fen Special Area of Conservation (SAC) (000729), followed by Kilpatrick Sandhills SAC (001742) and Slaney River Valley SAC (000781), but these are considered outside of the ZoI of the Proposed Works.

The Buckroney-Brittas Dunes and Fen SAC is located 5.7km overland to the north of the site location of the Proposed Works. The SAC is designated for several wetland and coastal habitats including shingle beaches, saltmarshes, sand dune habitats and alkaline fens (NPWS, 2017).

The Proposed Works are not considered to have the potential to impact the Buckroney-Brittas Dunes and Fen SAC as there are no potential effect pathways between the site and SAC as outlined below:

- There is no potential for physical loss of SAC habitats given that the site is located 5.7km from the Proposed Works, and the works are confined to the existing railway station area;
- There is no potential for habitat degradation of the QI habitats via changes in either water quality or hydrological/hydrogeological changes as there is no hydrological connection between the site and the SAC.

The Proposed Works are not considered to have the potential to impact the Kilpatrick Sandhills SAC (001742) which is located 6.3km overland to the south of the train station and designated for a number of coastal habitats however is primarily a mature, relatively intact sand dune system (NPWS, 2017b). There are no potential effect pathways between the Proposed Works site and the SAC as outlined below:

- There is no potential for physical loss of SAC habitats given the scale and nature of the Proposed Works and the distance from the site; and
- There is no hydrological/ecological connection between the Proposed Works and the SAC.

The Proposed Works are not considered to have the potential to impact the Slaney River Valley SAC (000781) (located 12.7km overland to the southeast of the train station and designated for several Annex I habitats and Annex II species (NPWS, 2016b)) as there are no potential effect pathways between the site and the SAC as outlined below:

- There is no potential for physical loss of SAC habitats given the scale and nature of the Proposed Works and the overland distance from the site; and
- There is no hydrological/ecological connection between the Proposed Works and the SAC.

As such, there is considered to be no potential for significant adverse effects on biodiversity as a result of the Proposed Works.

3.4.4 Landscape and Visual

As mentioned above in Section 2.1, Arklow Railway Station is located in the centre of the town of Arklow, County Wicklow. The site of the railway station is surrounded by urban development by way of a concentration of residential and commercial properties as well as community facilities. Visual screening of the railway station is considered to be satisfactory given the existence of linear vegetation, fencing, and walls immediately adjacent to the railway station as well as the general positioning of neighbouring residential, commercial and community receptors obscuring it from view.

As the Proposed Works are to take place within the confines of the existing railway station and all works are consistent with the nature of existing infrastructure, no significant impacts are anticipated to the surrounding landscape.

3.4.5 Population & Human Health (including Air Quality, Odour and Noise)

The railway station where the Proposed Works are to be carried out is situated in the centre of the town of Arklow, County Wicklow. The town of Arklow has a population of 13,163 according to the latest census data available (CSO, 2016). The site of the railway station is surrounded by urban development by way of a concentration of residential and commercial properties as well as community facilities.

During construction, there may be some temporary adverse impacts to properties and residents close to construction zones from increased traffic, dust, noise and vibration. There may also be some temporary adverse

impacts on traffic on local roads (including non-vehicular users) during this time. Air Quality, Noise and Odour are considered in this section; traffic is considered in Section 3.4.6. There is not expected to be any impact on train services during the construction of the Proposed Works.

3.4.5.1 Air Quality

3.4.5.1.1 Construction Phase Impacts

There may be short-term impacts to air quality during the construction phase of the Proposed Works caused by construction activities and increased construction traffic (i.e. dust generation from construction activities and vehicle emissions). Given the predominantly small scale and overall nature of the Proposed Works, all construction activities are considered to have a negligible impact on the current background air quality levels in this area. All construction activities will be carried out according to best practice and guidelines for the management of dust generation (Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, Dublin City Council, 2016), including the following:

- Adequate dust/debris screening will be in place at the site boundary to contain and minimise the amount of windblown dust;
- Continuous dust monitoring along the site boundary will be undertaken during any demolition or ground works;
- Appropriate dust suppression must be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways; and
- A Dust Management Plan (DMP) will be prepared by the contractor to outline how these measures will be implemented on site.

3.4.5.1.2 Operational Phase Impacts

The operation of the Proposed Works will not result in any air quality emissions during the operational phase; therefore no significant air quality impacts are expected.

3.4.5.2 Odour

3.4.5.2.1 Construction Phase Impacts

There are no construction phase odour impacts anticipated.

3.4.5.2.2 Operational Phase Impacts

There are no operational phase odour impacts anticipated.

3.4.5.3 Noise and Vibration

The site location for the Proposed Works is surrounded by noise sensitive receptors comprising a concentration of residential and commercial properties as well as community facilities. The nearest noise sensitive receptors are residential properties located either side of the Proposed Works.

3.4.5.3.1 Construction Phase Impacts

There may be a short-term increase in noise and vibration in the immediate vicinity of the Proposed Works during construction. Given the predominantly small scale, overall nature and expected duration of the Proposed Works, all construction activities are not considered to have a significant impact on the current background noise and vibration levels in this area. All construction activities will be carried out to best practice and guidelines for the management of noise and vibration, such as the British Standard 5228: Code of Practice for Noise Control on Construction and Demolition Sites, and Safety, health and Welfare at Work (General Application) Regulations 2007, and including the following:

- Use of suitable equipment: all plant used during the Proposed Works shall be the quietest of its type available for carrying out the work required and shall be maintained in good condition with regard to minimising noise output;
- Control of normal site working hours as specified by the planning authority. No heavy construction equipment/machinery (to include pneumatic drills, construction vehicles, generators etc.) shall be operated on or adjacent to the construction site outside of the agreed working hours; and
- 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.

3.4.5.3.2 Operational Phase Impacts

No operational noise and vibration impacts are anticipated.

3.4.6 Traffic and Transport

3.4.6.1 Construction Phase Impacts

There may be a short-term and temporary increase in traffic, particularly construction-related traffic, during the construction phase of the Proposed Works. Given the predominantly small scale, overall nature and expected duration of the Proposed Works such increases in traffic are not expected to be significant.

3.4.6.2 Operational Phase Impacts

There are no operational phase impacts on traffic anticipated.

3.4.7 Resource Use and Waste Management

3.4.7.1 Construction Phase Impacts

Land, soil and aggregates will be used during the Proposed Works. While exact quantities of materials/resources are not known at this stage, given the scale and nature of the works proposed, it is not anticipated that resource use would be at a scale that would cause adverse significant effects locally or regionally.

The Contractor shall be required to provide a Site Waste Management Plan (SWMP) for the project. The SWMP will indicate, in detail, how the Contractor proposes to comply with statutory requirements for waste management and will be developed to ensure that waste arising on-site during the construction phase of the Proposed Works would be managed and disposed of in a way that ensures the provisions of the Waste Management Acts, 1996-2011 and associated Regulations 1996 and 2011 are complied with and to ensure that the principles of waste hierarchy are implemented.

The SWMP (also known as the Construction and Demolition Waste Management Plan (C&D WMP)) which will be developed prior to construction must contain (but not be limited to) the following information:

- Details of waste storage (e.g. skips, bins, containers) to be provided for different waste and collection times;
- Details of where and how materials are to be disposed of (i.e. landfill or other appropriately licensed waste management facility);
- Details of storage areas for waste materials and containers;
- Details of how unsuitable excess materials will be disposed of, where necessary; and,
- Details of how and where hazardous wastes such as oils, diesel and other hydrocarbon or other chemical waste are to be stored and disposed of in a suitable manner.

The approach to resource use and waste management for the Proposed Works will follow sustainable waste management principles which incorporates the European Union 'Waste Hierarchy'. This includes:

- Prevent: The SWMP will consider the application of the Guidelines for Designing out Waste for Civil Engineering Projects[1] to reduce materials use as well as waste arisings. Both will be monitored as part of the SWMP review process;
- Reuse: Opportunities for reusing 'waste' before recycling, recovery or disposal will be considered. Site set up will involve stripping vegetation and topsoil for some of the construction areas. Surface vegetation, topsoil and subsoils will be stored separately for re-use and handled in accordance with good practice methods. Excavated soil will be reused on site for 'fill' wherever possible to minimise the offsite disposal of the soil;
- Recycle: General construction waste may be produced, such as wood, plastics and cardboard packaging. These will be segregated and stored for short periods on site in secure designated areas prior to removal from site to a recycling facility;
- Recover: General food waste will be taken to a composting, anaerobic digestion or biomass plant; and
- Disposal: The disposal of waste from the Proposed Works to landfill will be regarded as a last resort. All other options, as described above, will be considered prior to considering disposing of waste to landfill. If required, disposal will be undertaken in a safe and responsible manner ensuring that all waste carriers and management facilities are appropriately licensed, in accordance with the procedures outlined in this document.

3.4.7.2 Operational Phase Impacts

There are no operational phase impacts on resource use and waste management anticipated.

3.4.8 Archaeology, Architectural and Cultural Heritage

There are no sites on the Record of Monuments and Places (RMPs) or Sites and Monuments Record (SMR) that are situated within close proximity to the Proposed Works. There are also no known areas of archaeological potential nearby. However, there is a structure at the railway station itself that is listed on the National Inventory of

[1] Design Out Waste A design team guide to waste reduction in construction and demolition projects. EPA. 2013

Architectural Heritage (and the Record of Protected Structures), namely the Station Master's Building / Railway Station (RPS Reg: A16 / NIAH Reg: 16322029).

3.4.8.1 Construction Phase Impacts

The Proposed Works are largely confined to the area within and around the Station Master's Building / Railway Station itself (RPS Reg: A16 / NIAH Reg: 16322029). The Proposed Works are set out in Section 2.2. Given the nature and minor scale of the Proposed Works, significant impacts on the structure and overall setting of the Station Master's Building / Railway Station itself (Reg: 16322029) are not anticipated.

A Conservation Report has been prepared alongside this EIA Screening Report and accompanies it as Appendix B to this report. It concluded that it is recognised that the scale and massing of the Proposed Works will have a primarily visual impact on the character of the historic setting however this is reflective of the purpose of these structures in upgrading this station to improve accessibility for all and is in the context of the evolution of the development of the railway infrastructure nationwide. In addition, the proposed design was revised adequately as recommended by the Conservation Architects, which in their view softens the impact of the Proposed Works.

3.4.8.2 Operational Phase Impacts

There are no operational phase impacts on archaeology, architectural and cultural heritage anticipated.

3.4.9 Soils, Geology and Hydrogeology

The Geological Survey Ireland (GSI) reports that the site location of the Proposed Works is underlain by the Kilmacrea Formation, comprising dark grey slate and minor pale sandstone. The subsoil comprises a combination of mineral poorly drained (mainly acidic) material and peaty poorly drained mineral (mainly basic) soil. There is the presence of locally important aquifers also in the area of the Proposed Works (see Figure 3.1).

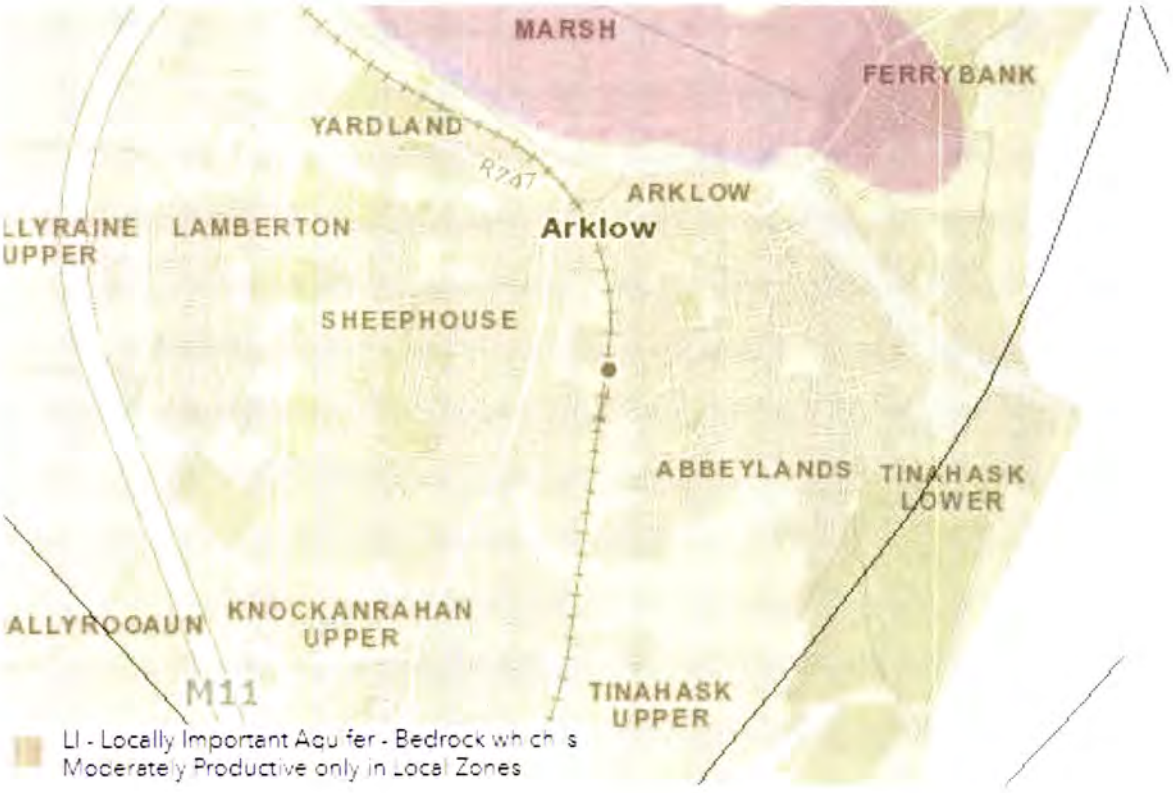

Figure 3.1: Arklow Aquifers (GSI, 2022)

Locally important aquifers can supply locally important abstractions (e.g. smaller public water supplies, group schemes), or good yields (100-400m^3/d). Within this class, the aquifer could be further classified as a Bedrock Aquifer - generally moderately productive (in local areas only). In the bedrock aquifers, groundwater predominantly flows through fractures, fissures, joints or conduits (GSI, 2022).

3.4.9.1 Construction Phase Impacts

Minimal impacts are expected on the geology and soils in the area of the Proposed Works as no deep excavations are required.

3.4.9.2 Operational Phase Impacts

There are no operational phase impacts on soils, geology and hydrogeology anticipated.

3.4.10 Water Quality

No waterbodies or watercourses are located within the confines of the site location of the Proposed Works. The Avoca River / Estuary is located 540m north of the site. A review of the EPA mapper for water quality data from 2013-2018 (EPA, 2018) indicated that the waterbody is classed as moderate quality and at risk. "At Risk" waterbodies are those that are at high risk of failing targets under the Water Framework Directive (WFD). Locations of the nearby watercourses are shown in **Error! Reference source not found.**.

Figure 3.2: Watercourses and waterbodies in proximity to the Proposed Works (EPA, 2022)

3.4.10.1 Construction Phase Impacts

There is anticipated to be no impacts on the water quality of the aforementioned watercourses and waterbodies during construction given the lack of hydrological connectivity with the site location of the Proposed Works.

3.4.10.2 Operational Phase Impacts

There is anticipated to be no impacts on the water quality of the aforementioned watercourses and waterbodies during operation given the lack of hydrological connectivity with the site location of the Proposed Works.

3.4.11 Major Risks and Accidents

Major Accidents and Disasters (MANDs) such as extreme drought, precipitation, wind, temperature or human events can have an impact on the Proposed Works as well as the existing environment. The Proposed Works are not expected to increase the risk of major risks or accidents as outlined in the following sections.

3.4.11.1 Flood Risk Assessment

According to FloodInfo.ie (OPW, 2018) and the Strategic Flood Risk Assessment for the Arklow and Environs Local Area Plan 2018 (Wicklow County Council, 2018), the site location of the Proposed Works is not located in an area at risk of flooding and there are no historic flood events recorded in the vicinity of the site of the Proposed Works. Therefore, the Proposed Works are not expected to be impacted by flooding.

3.4.11.2 Accidents / Disasters

There is a risk to human health by train strike while working alongside a live railway. The likelihood of any accidents or incidents during construction and operation will be managed in accordance with relevant health and safety legislation and by the implementation of best practice construction and operational procedure management (i.e. night-time / out of operational hours working, etc.).

Risks to human health from other types of accidents or disasters are also not expected to be significant.

3.4.12 Interrelationship Between Environmental Topics

There will likely be interactions between several of the different environmental aspects outlined individually above. For example, increases in traffic during construction could likely result in increases in road noise and vehicle emissions and dust in respect to air quality. Such effects are not considered to be significant however.

4. Conclusion

The Proposed Works do not constitute the nature or scale of any of the class of developments within Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001-2022. The Proposed Works were therefore considered as sub-threshold and assessed against the criteria outlined in Annex III of the EIA Directive, namely: 'Selection Criteria Referred to in Article 4(3)' (Criteria to determine whether the projects listed in Annex II should be subject to an Environmental Impact Assessment).

This sub-threshold assessment has determined that significant environmental effects are unlikely as a result of the construction or operation of the Proposed Works. It is therefore considered that an Environmental Impact Assessment is not required for the Proposed Works.

5. References

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Directives and Legislation

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296/2018)

Planning and Development Act 2000 (No. 30 of 2000) (as amended)

Planning and Development Regulations 2001 (S.I. No. 600 of 2001) (as amended)

Waste Management (Collection Permit) Regulations 2007 (S.I. No. 820 of 2007) (as amended)

Waste Management (Shipments of Waste) Regulations 2007 (S.I. No. 419 of 2007)

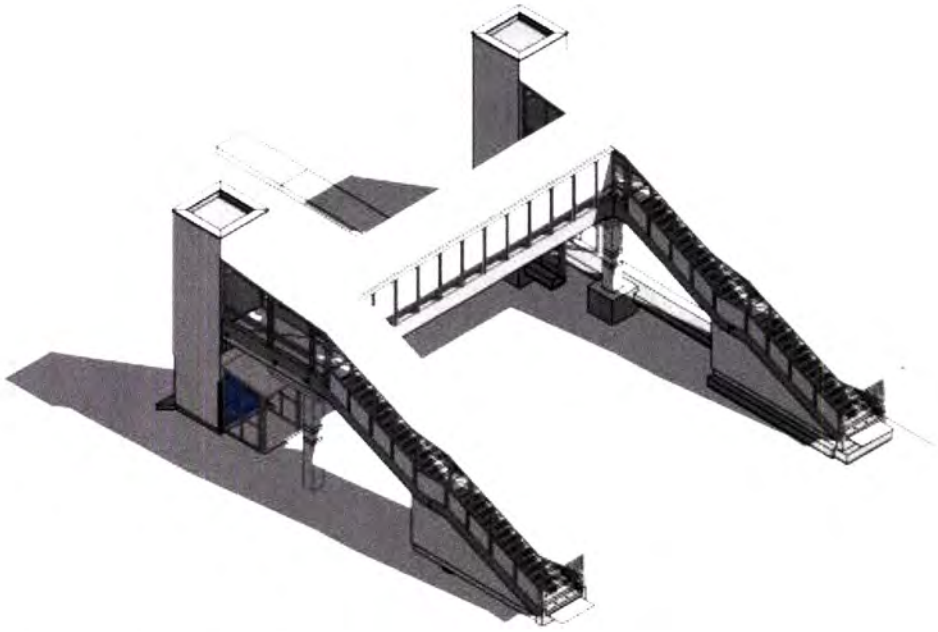
Waste Management Act 1996 (S.I No. 10 of 1996) (as amended)

Appendix A. Additional Information

1. Location of Proposed MIAS at location of Proposed Works

Design Drawings: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0201 to D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0204

2. Illustrative Representation of Proposed MIAS



Appendix B. Conservation Report (Arklow Railway Station)

Arklow Railway Station, Co. Wicklow: Built Heritage Impact Assessment for Irish Rail Station Accessibility

Archaeological Management Solutions

Prepared for Irish Rail
By Jamie McNamara/Ciara O'Flynn

08 July 2022

TITLE PAGE

AMS Job No.	J2164.11
Project Name:	Arklow Railway Station, Co. Wicklow: Conservation Assessment
Townland Name(s):	
Grid Reference (ITM):	
Report Status/Revision	1.9
Revision Date:	08 July 2022
Report Author:	Jamie McNamara/Ciara O'Flynn
Technical Reviewer(s):	Joanne Hughes, Bryn Coldrick and Dr Fergal Donoghue
Report Editor:	Dr Fergal Donoghue, Bryn Coldrick
Approved By:	Joanne Hughes
File Name:	Arklow_Built_Heritage_Impact_Assessment_Irish_Rail_Station_Accessibility_AMS_March_2022_Ver_1.8

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Disclaimer

The results, conclusions and recommendations contained within this report are based on information available at the time of its preparation. Whilst every effort has been made to ensure that all relevant data have been collated, the author and AMS accept no responsibility for omissions and/or inconsistencies that may result from information becoming available subsequent to the report's completion.

Summary

Archaeological Management Solutions (AMS) has been contracted by Jacobs to prepare a Built Heritage Impact Assessment for Arklow Railway Station, Co. Wicklow for the Irish Rail Station Accessibility which is increasing the provision of features and facilities to allow greater accessibility for disabled users. The station is not currently on the statutory Register of Protected Structures (RPS) for County Wicklow. The station and associated structures are however included on the National Inventory of Architectural Heritage (NIAH, Reg. No. 16322029) and are all listed as being of Regional importance. It is worth noting that this one entry references not only the main station building, but also the signal box and now redundant engine shed which is extant within the station car park.

This Built Heritage Impact Assessment has been written to inform an Exempted Development (Section 5) submission under the Planning and Development Act 2000 to 2021 to facilitate the Irish Rail Station Accessibility which is increasing universal access to railway stations nationwide. The purpose of this report is to identify and assess significant elements of built heritage at the station and assess the impact of the design proposals thereon and recommend mitigation measures.

Arklow Railway Station is listed as a Protected Structure on the Wicklow County Development Plan. Three of the structures are also listed on the National Inventory of Architectural Heritage (NIAH) as being of regional significance. Therefore, full consideration of the heritage constraints in the design of the proposed access structures is advised.

A built heritage site survey/inspection at Arklow Station was undertaken by AMS on 24 November 2021, and the principal findings were that significant original structures, plus other buildings and features of note, survive throughout the station site that add both to the character and cultural heritage value of Arklow Station.

While no demolition of historic fabric is proposed, and the changes entail additions to the site rather than removal of historic fabric the impacts will primarily be visual impacts on the historic setting. The proposed concrete and steel mobility impaired access structure will be a large contemporary addition to Arklow Railway Station. Sensitive design for the new structures to minimise the visual effect on the extant buildings and the station complex was recommended to conserve the historic character of the station especially in the context of the station being an important landmark which contributes to a sense of place and is an important interface with visitors and tourists.

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Abbreviations and Definitions

Abbreviation	Definition
AMS	Archaeological Management Solutions
DAHG	Department of Arts, Heritage and the Gaeltacht
DHLGH	Department of Housing, Local Government and Heritage
D&SER	Dublin and South Eastern Railway
DWWR	Dublin, Wicklow and Wexford Railway
MIAS	Mobility Impaired Access Structure
NIAH	National Inventory of Architectural Heritage
OS	Ordnance Survey
RPS	Record of Protected Structures

Coordinate System

All grid coordinates in this report use the Irish Transverse Mercator (ITM) coordinate reference system unless otherwise stated.

1 Introduction

1.1 Project Background

AMS were appointed by Jacobs engineers to assess the impacts of current proposals for the Irish Rail Accessibility Programme on the built heritage of the railway station. The proposals consist of plans to upgrade railway stations nationwide to enable universal access for disabled passengers. AMS will also make recommendations to mitigate any perceived impacts on the built heritage of the station.

This report is to inform Jacobs making a planning submission on behalf of Irish Rail to Wicklow County Council for Exempted Development (Section 5) under the Planning and Development Act 2000 to 2021.

1.2 Site Location

Arklow is a coastal town in north County Wicklow within the civil parish of Arklow and the barony of Arklow (Figure 7, pg. 41). The nearest large town is Wicklow, located *c.*20km to the north of the station. Arklow Station was constructed to the south-west of the town but over time, now finds itself with a central position to Arklow. (Plate 1) With a relatively good-sized open area to the east, the station is uncluttered and clearly visible on approach (Plate 2). This approach is principally a vehicular one with extensive parking to the side of the main station. This carpark also contains the now redundant engine shed that once served the station. Pedestrian access is provided via the footpath that runs along Station Road towards the town. The station is flanked on the west by a major shopping complex, with a housing development to the east.

1.3 Protection Status of the buildings

The collection of buildings at Arklow Railway Station are Protected Structures, listed as A16 "Arklow Railway Station" on the Record of Protected Structures within the Development Plan for County Wicklow 2016-2022 and are therefore protected under the Planning and Development Act 2000.

This collection of buildings is also listed as of Regional significance on the National Inventory of Architectural Heritage (NIAH Ref. 16322029)

1.4 Scope of On-site Survey

Jacobs is mindful of the importance of the historic station and extant structures at Arklow and have therefore engaged the services of a competent and qualified specialist in the built/architectural heritage field to identify and record all significant architectural features of the buildings on and within the curtilage of the site and inform development strategy in order to mitigate impacts on the historic structures and settings.

A built heritage site survey/inspection at Arklow Station was undertaken by Jamie MacNamara on 24 November 2021. The scope of the site survey was to include all those parts of the buildings/structures that could be seen from ground level externally, including viewpoints. All existing buildings were to be fully photographed along with any extant railway elements or paraphernalia. Viewpoints or sight lines form a crucial part of the survey as they allow the proposed interventions to be considered within the context of the site and an assessment of how they will sit among the existing historic buildings/structures. On this basis, AMS undertook the survey to include the following principal features and considerations:

- Buildings/structures of historic importance to include the following three, collectively listed NIAH listed buildings/structures (full descriptions available in Section 3):
    - Railway Station;
    - Engine Shed;
    - Signal Box;
- Sight lines to capture the visual setting and context of the entire station and ensemble of structures and how the proposed design intervention will sit within this. (Plate 12–Plate 15);
- The original goods shed (not NIAH listed), though redundant (Plate 8, Plate 9, Figure 7) remains as an integral component of the station site plus there may be evidence of historic railway remnants such as sidings, boundary walls, platforms, Ordnance Survey (OS) benchmarks, rail footings, railings, gates, historic surfacing and associated railway paraphernalia. If extant, any/all of these elements will add to the history and context of the station;
- Photographs of all extant structures to capture all elevations of existing structures;
- Boundary walls that appear to be original, though walling within current carpark appears to be a mix of original/more modern intervention;
- Any evidence of extant structures as identified on the 25-inch OS map (Figure 7), though many now appear to be lost.

The aim of this report is to highlight significant features of the buildings and to make recommendations that will reduce or mitigate any potential impact on the historic fabric of Arklow Railway Station. Visual consideration in terms of sight lines and visual impact of the site are key to informing the recommendations as the station is a collective sum both of its parts and location.

Table 1: Site Inspection details

Survey Detail	
Name and Address of Property:	Arklow Railway Station, Arklow, Co. Wicklow
Date of Inspection:	Thursday, 24 November 2021
Surveyor:	John Channing BA HDip MIAI

Survey Detail	
Built Heritage Specialist:	Jamie McNamara PG. Dip MA IHBC
Weather:	Bright, sunny and dry day

2 Historical Background

The nineteenth-century development of the railway in Ireland saw the potential for mass movement of people. Railway allowed for more efficient movement of goods and people throughout the country. Employment opportunities outside farming developed, and the railways opened up previously isolated parts of the country to new trade and industry and served as a means by which new goods and services could be readily transported. Horse-drawn coach services, which had previously relied on transporting mail and passengers, enjoyed a new lease of life in their ferrying of passengers from stations to their onward destinations. Visiting historic sites and beauty spots like Killarney became popular, and a burgeoning tourism industry developed. The railways were critical for the British Army who garrisoned and provisioned troops throughout the country. The relative speed and affordability of rail fares ensured that increased mobility and travel became accessible to all (AMS/Jacobs 2021).

Ireland's first railway opened on 17 December 1834 with the line running from Dublin to Kingstown, now Dún Laoghaire. Approximately five miles in length, it was the start of a new era of transport in Ireland. With the success of this line, it was only a matter of time before talks of an extension along the southeast coast were advanced. The Waterford, Wexford, Wicklow, and Dublin Railway (WWWDR) company was founded in 1846 with a capital of £2,000,000. It was intended to run along the coast eventually linking all four counties in its title. Construction started in 1848 but it ran into financial difficulties and in 1851 it changed its name to the Dublin and Wicklow Railway (D&WR) and saw the capital reduced to £500,000. The lines to Bray opened on 10 July 1854 and by 1855 it reached Wicklow. The line gradually extended down the coast, undergoing a further name change in 1860 when it became the Dublin, Wicklow and Wexford Railway (DWWR), reaching Arklow in 1863, extending to Enniscorthy in the same year, before finally reaching Wexford town in 1872 (Ferris 2009, 52–3). It remained as the DWWR until 1907 when it underwent yet another name change to become the Dublin and South Eastern Railway (D&SER).[1] Its final name change occurred on 1 January 1925 when along with 22 other lines it merged and became part of the Great Southern Railways (GSR) (Ferris 2009, pp 173–4). The GSR later became *Córas Iompair Éireann* (CIE) in 1945, which later became *Iarnród Eireann* (IE) in 1987.

Arklow was one of the larger towns to be served by this line. The station at Arklow still features a typical D&SER footbridge and attached signal cabin, now disused since modern Centralised Traffic Controls have been installed on the line to Rosslare (Shepherd 1974, p. 88). Arklow also features a

[1] https://heritage.wicklowheritage.org/places/county_wicklow_historical_societies/wicklow_historical_society/wicklow_historical_society-2/the_railroad_comes_to_wicklow

typical two storey DWWR station building on the down platform (eastern side), behind which is the large goods shed and yard, which remained in use for bagged cement traffic until the early 1990s.[2]

After a relatively slow start the rail network in Ireland gradually increased and by 1866 had reached a length of 1,900 miles (Rynne 2015, p. 361). A parliamentary commission in 1868 then gives information on the DWWR line of which Arklow station was a part. By 1868 it ran for a total length of 98 ½ miles and had a total share capital of just over £1.8 million. It was in a healthy financial position and had at this period 43 engines or tenders. There were five passenger engines, 11 goods engines and 27 tank engines. There were 175 carriages transporting passengers, luggage, mail, horse boxes and several more. Wagons were a separate class of stock and there were 498 of these for cattle, timber, minerals, goods and more. This gives some flavour of the type of goods that likely went through Arklow station at this period (*Railway Ireland Commission* 1868, pp 10–11, 23, 32).

1895 saw the publication of the *Official Tourist Guide* for the DWWR. This gives details of tourist attractions, fishing, fares, hotels and more for the stops along the route. It shows that Arklow was 49 miles from the terminus at Harcourt Street in Dublin, and the town is noted as being 'chiefly a centre of fishing industry' (*DWWR, Official Tourist Guide* 1895, pp 30–1).

Newspaper reports then fill in much of the history of the station, it was noted as being in an 'unsanitary condition' in 1898 for example (*Wicklow Newsletter* 10 Sept. 1898). This seems to have been addressed by the DWWR company and by 1903 a report commented that 'Arklow station bids fair to look very beautiful this year' and 'the public who travel will find their surroundings while waiting as in a garden' (*Wicklow Newsletter and Arklow Reporter* 30 May 1903). The final change of name following the merger with the Great Southern Railway company is also noted in the newspapers with an agreement reached on the merger on 8 December 1924 (*Belfast Newsletter* 9 Dec. 1924).

In 1901, Arklow Railway Station housed the Station Master and his family within the main station building, plus several associated staff within the two purpose-built workers' cottages that remain extant. Research from the 1901 and 1911 census records highlights the following staff members employed at Arklow (see Table 2 below).

[2] http://eiretrains.com/Photo_Gallery/Railway%20Stations%20A/Arklow/IrishRailwayStations.html

Table 2: Arklow Station census information[3]

As per the 1901 Census, the following staff are identifiable:		
Position at Arklow Station	**Name**	**Residence**
Station Master	Richard Carey	Railway station
Ganger on railway	Owen Hiney	Private dwelling
Railway Carpenter	Thomas Gaffney	Private dwelling
Railway Porter	Peter Gaffney	Private dwelling
Railway Porter	Bernard Connors	Private dwelling
Railway Porter	Thomas Kavanagh	Private dwelling
Railway Porter	Thomas Ryan	Private dwelling
Railway Porter	Michael Bowler	Private dwelling
Railway Porter	John Kehoe	Private dwelling
Surfaceman on railway	Thomas Bolger	Private dwelling
Railway Employee	Michael Bolger	Private dwelling
Railway Servant	William Kavanagh	Private dwelling
Railway milesman ganger	Richard Sinnott	Private dwelling
Railway Inspector	Samuel Wilson	Private dwelling
Boxing pigs at railway	Thomas Gregory	Private dwelling
As per the 1911 Census, the following staff are identifiable:		
Station Master	James Joseph Byrne	Railway station
Railway signal man	Martin Leary	Private dwelling
Railway signal man	Bernard Connor	Private dwelling
Railway man	John Kenny	Private dwelling
Railway porter	Peter Gaffney	Private dwelling
Railway plate layer	Matthew Byrne	Private dwelling
Railway plate layer	Richard Sinnott	Private dwelling
Permanent railway inspector	Samuel Wilson	Private dwelling
Railway porter	James O'Mooney	Private dwelling
Railway porter	Patrick Hoey	Private dwelling
Railway Clerk	Thomas Kavanagh	Private dwelling
Railway labourer	Patrick Neill	Private dwelling
Railway labourer	Thomas Kavanagh	Private dwelling

[3] Source: http://www.census.nationalarchives.ie/ [Accessed October 2021].

3 Description of Buildings at Arklow Station

Arklow Railway Station is typical of many mid-sized, more rural stations within Ireland. That is, they generally consist of a main station building incorporating the Station Master's house (Plate 4 to Plate 5), as is the case here, and associated structures. The associated structures in this instance consist of a cast-iron footbridge (still in use, Plate 6 to Plate 7), a signal box to the south of the main station building (Plate 6 to Plate 7), plus an extant though disused goods/engine shed (Plate 8), to the east of the main station building. This shed now sits uncomfortably within a modern carpark and appears somewhat disconnected from its original use.

As depicted on the 25-inch map (Figure 7), Arklow Station has undergone alteration over the years but remains relatively intact, even though the goods shed seems somewhat removed as outlined. Arklow Station remains a fine collective of Victorian railway infrastructure as evidenced by its inclusion on the Record of Protected Structure for County Wicklow and the railway buildings being included on the National Inventory of Architectural Heritage (NIAH, Reg. No. 16322029,) and is listed as being of Regional importance.

3.1 Arklow Railway Station

The station is collectively listed using a single reference in the NIAH database which include the main station building, goods/engine building, footbridge and signal box.

3.1.1 NIAH Details

Table 3: Railway Station NIAH data

NIAH Survey Data	
Reg. No.	16322029
Rating	Regional
Categories of Special Interest	*Architectural, Historical, Social*
Original Use	Railway Station
In Use As	Railway Station
Date	1860–1865
Coordinates	324175, 172985[4]

[4]https://www.buildingsofireland.ie/buildings-search/building/16322029/arklow-railway-station-knockanrahan-lower-arklow-wicklow

Description
Detached four-bay two-storey Railway Station, built 1863. The building is finished in roughcast render with surrounds to the openings; to the north and south are small lean-to and flat-roofed recent additions. The timber sheeted door opening on to the platform is set below a gabled bracketed roof. Window openings are flat-headed and mainly with two over two timber sash frames. The pitched roof is covered with slate and has cast-iron rainwater goods. Chimneystacks are rendered with corbelled caps and clay pots. The station is to the south of the town centre. Detached five-bay two-storey signal box built c.1900. The box is entered from the recent footbridge. Finished in painted timber and with a shallow barrel vaulted roof, it sits to the south of the platform. Internally the original manual levers appear to be all intact and fully functional. Detached three-bay single-storey engine shed, built c.1850. Constructed in roughly squared semi-coursed basalt rubble with granite quoins. The double timber sheeted doors are set within segmental arch-headed brick-dressed openings. The roof structure is substantially intact but the slate has been removed.
Appraisal
Substantially intact small railway station complete with station, engine shed, footbridge and signal box. With the exception of the shed all are well preserved and substantially in original condition. Despite recent additions to the station this grouping is still an asset to the town. Together they are important parts of the town heritage.

Plate 1: Aerial view of Station, facing north.

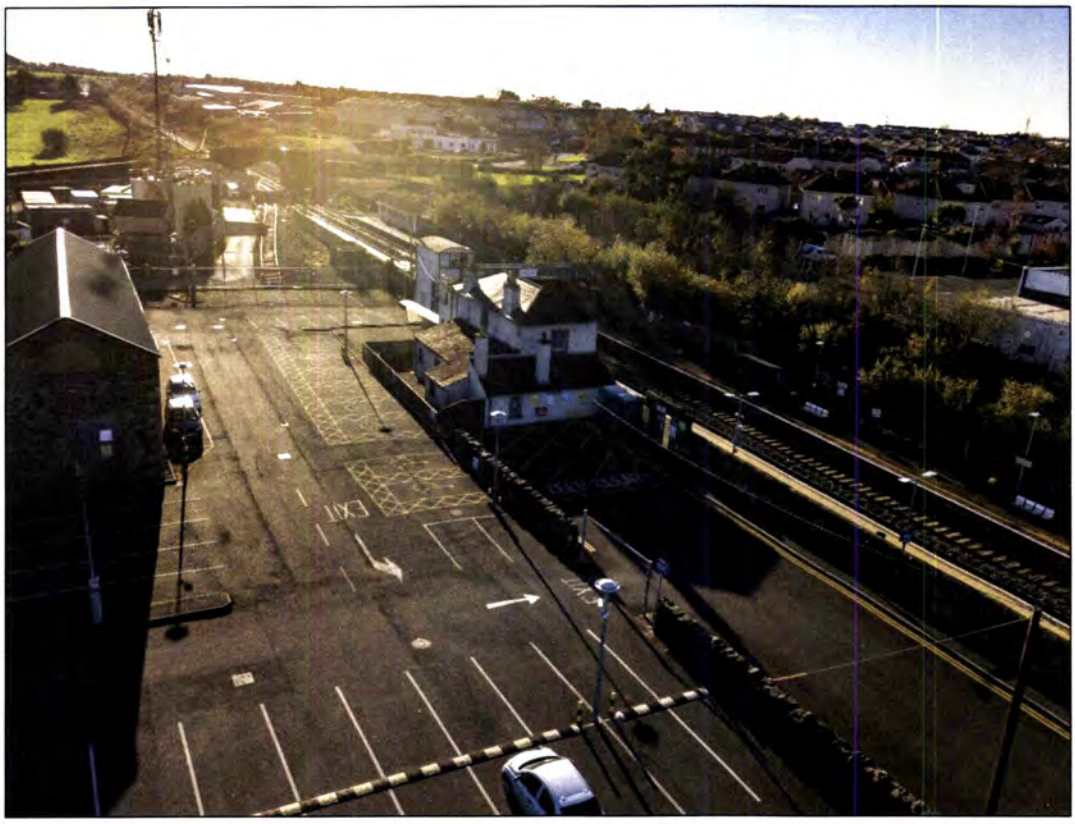

Plate 2: Aerial view looking southwest over carpark and entrance to station.

Plate 3: Current siding located east of mainline, facing northeast.

Plate 4: Arklow Station Front Elevation, facing east.

Plate 5: Arklow Station Rear Elevation, facing west.

Plate 6: Footbridge and Signal Box, facing northeast.

Plate 7: Footbridge and Signal Box, facing southwest.

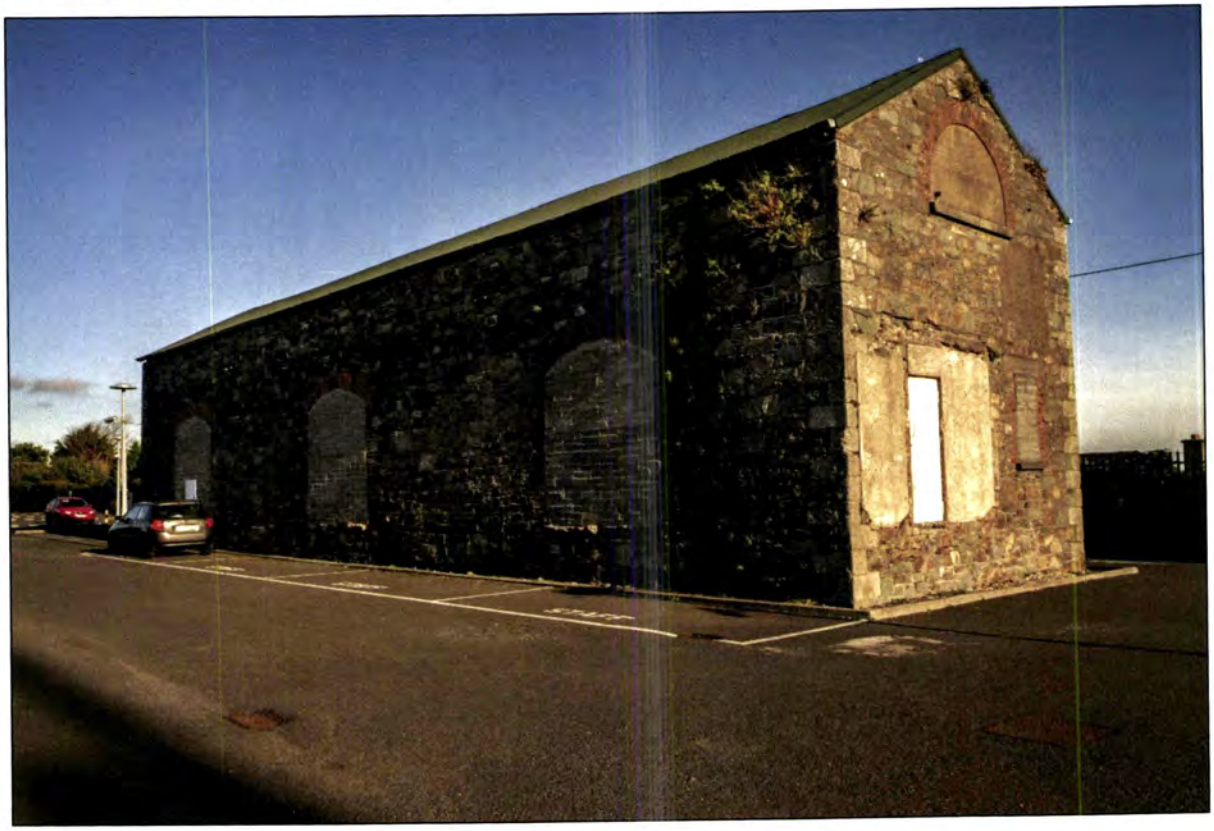

Plate 8: Goods shed in carpark, facing northeast.

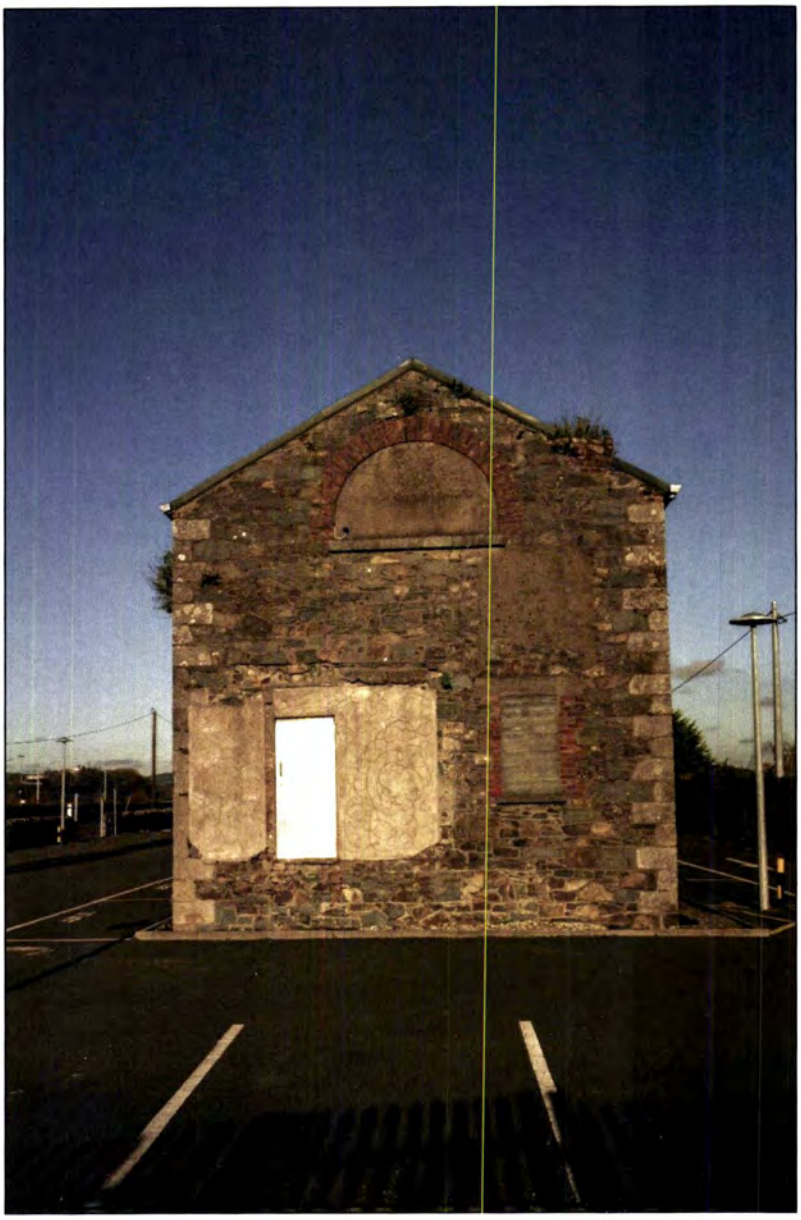

Plate 9: South facing elevation of Goods building located in carpark east of station, note chimney at top right.

Plate 10: Signal box, facing northwest.

Plate 11: Footbridge looking northwest.

4 Significance Assessment

4.1 Assessing Significance

Assessing significance is a key principle for managing change to heritage assets. The Planning and Development Act 2000 to 2021 defines the architectural heritage to be structures or parts of structures which are of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. These Categories of Special Interest can be seen as a list of criteria to be considered when evaluating a structure. The categories are not mutually exclusive, and a structure may be attributed with several of the categories. The majority of sites/structures/groups of structures included in NIAH surveys will be considered to be of architectural or artistic interest; however, on rare occasions a structure of no architectural or artistic interest may be included based solely on its historical, archaeological, cultural, scientific, technical or social interest (DHLGH 2021, 16).

The *NIAH Handbook* (DHLGH 2021) outlines the Categories of Special Interest to be considered when evaluating a structure. These categories align with the Planning and Development Act 2000 to 2021 (see Appendix. 1).

The aim of conservation is to sensitively manage change to a place to ensure that its significance is not only protected, but also revealed, reinforced and enhanced at every possible opportunity. It should also ensure that decisions regarding both day-to-day and long-term use and management of the site take into account all of the values that contribute to a place's significance.

Most historic sites and buildings are significant for a range of reasons, and it is important to understand all of their values in order that informed, balanced decisions can be made. Many heritage values are recognised by the statutory designation and regulation of significant places. In statutory terms, the significance of Arklow Railway Station is formally recognised as the Railway Station building does appear on the County Wicklow Record of Protected Structures. This affords the Station Building national protection as set out in Part IV of the Planning and Development Act, 2000, that automatically extends to all parts of the structure, including its exterior and interior, and potentially to the exterior and interior of any structures within the curtilage of this structure. A number of structures, though collectively as outlined, merit their current inclusion on the non-statutory NIAH.

4.2 NIAH Rating

The NIAH ratings are International, National, Regional, Local and Record Only. Structures which are given a Regional, National or International Rating are recommended by the Minister to the relevant local authority for their consideration for inclusion on the RPS. It is worth noting that the Wicklow County Development Plan 2022–2028 is currently in draft form and structures highlighted within this

report may be recommended for inclusion on the updated RPS. Sites identified by the NIAH are, on initial assessment, deemed to warrant at least a Regional rating. The Regional rating applies to structures that make a significant contribution to the architectural heritage of their region. They also bear comparison with similar structures in other regions in Ireland. Increasingly, structures that warrant protection make a significant contribution to the architectural heritage of their locality. Regarding Arklow Railway Station, the buildings and structures are listed on the NIAH as being of Regional rating.

On the 25th of January 2005 all NIAH listings for the County Wicklow of regional significance and over were officially recommended for inclusion on the Record of Protected Structures for Co. Wicklow. Under Section 53 of the Planning and Development Act, Wicklow County Council must have regard for this recommendation.

4.3 Significance of Arklow Railway Station

Arklow Railway Station is a fine example of Victorian rail architecture in rural Ireland. Since opening in the 1850s, it has served both the local and wider regions through transport of goods and people. The station is fully operational along the Dublin to Rosslare line. A number of key structures remain both *in situ* and in use, namely the station building, footbridge, signal box. The goods shed, though now redundant, remains a key element in the collective that is Arklow Station. These structures are collectively listed as being regionally important and therefore give a sense of completeness to the site. Arklow Station fully warrants its Regional significance rating, particularly based on the group value of the structures that remain. The key elements of Arklow Railway Station demonstrate architectural, artistic, social, technical and historical interest.

4.3.1.1 Architectural Interest

The grouping of structures at Arklow Station collectively warrants architectural significance. The dominant railway station and former station master's house is an exemplar of good design and features key architectural elements such as flat-headed windows with mainly two-over-two timber sash windows throughout, of which several still remain. The station building is of pleasing symmetrical design from the key front elevation, topped with its original hipped, slate roof with complimenting cast-iron rainwater goods (Plate 4). All elevations are roughcast, and this continues up to the chimney stacks that are adorned with clay pots. The extended eaves give a sense of protection and visually hunkers the building downward. The loss of the original timber doors and window reveals at porch level are lamentable and somewhat dilute what would have been a much more visible entrance to the platform. The rear elevation, the most visual on approach to the station has somewhat lost its lustre but nonetheless, retains a number of original windows plus an assemblage of its cast iron rainwater

goods channelling water off its slate roofs (Plate 5). This angle though does give a view of the symmetrical stepped stacks to the main building. Though most likely redundant, remain a key element of this structures story. It is worth noting that the building elements such as the detailed timber windows, slate roof and cast-iron rainwater goods, remain *in situ* and in use some 150 years post construction.

Though the goods shed is now vacant and in a state of dereliction, this does not detract from its architectural significance. Constructed in *c.*1850 in roughly squared semi-coursed basalt with granite quoins, this building sits alone as a forgotten survivor. This handsome building is further adorned with wonderful segmental arch headed brick openings on all elevations (Plate 8). The original slate roof is no longer extant though at least a corrugated metal roof is keeping the worst of the weather out. Both east and west segmental arch headed brick openings have been crudely infilled with concrete blocks that detract and jar against the original materials and form. There would once have been timber openings here along with cast iron rainwater goods that are longer visible. The barely visible stump of a chimney stack on the south gable tells an interesting story in terms of internal occupation of this structure (Plate 9). See original context of this structure in Figure 7.

The site is further enhanced by the signal box, which attaches to the footbridge and was a design feature of the D&SER (Eiretrains), similar extant examples such as at Wicklow station forms an important part of the ensemble of structures. Though constructed in the 1930s, details such as the cast-iron rainwater goods, timber windows and overhanging eaves gives a sense of thoughtful design that sits comfortably within the site. Though later poor additions of uPVC somewhat detract from the structure, its architectural form remains (Plate 6 to Plate 7 and Plate 10).

Completing the extant structures is the cast-iron footbridge with fine decorative details such as fluted pedestals and profiled newel posts topped with floral ball finials (Plate 6 to Plate 7and Plate 11).

The architectural collective of all extant structures highlights the regional significance attributed to this station. It is worth noting that the existence of the redundant north platform is also of architectural merit as it gives important historic context to the originality of the site.

4.3.2 Artistic Interest

Artistic interest at Arklow Station is primarily exemplified by the cast-iron footbridge. As outlined under its architectural merits, the fluted and finial details are highly decorative and of artistic quality. The bridge compliments the site not only in function but also in artistic merit.

4.3.3 Technical Interest

The signal box is of technical interest in terms of the advancement of technology of railway infrastructure. The raised viewing platform allowed for visual command over the station and its approaches to allow station workers to control signalling and the safe ingress and egress of rail traffic to Arklow. The signal box also demonstrated an advance in safety for rail workers where signal points no longer had to be changed at trackside and could now take place in a safer environment. Though long since redundant, it is a key reminder of the evolution of rail transport within Ireland.

The footbridge, much like the signal box, displayed advances in metalwork and in particular, casting. This cast-iron structure would have been cast in a foundry and assembled, most probably on site. This would have allowed for easier transport of the bridge and assembly. Cast iron also displays the advancement from the widespread use of wrought iron as it was easier to produce and work.

4.3.4 Social Interest

The nature of moving goods and people allows for a social interest to be attributed to Arklow Station. The railway brought prosperity and opportunity to rural Ireland. It facilitated the movement of skills and materials and allowed villages and towns to prosper around them. As evidenced at Arklow Station, the construction of a pair of workers' cottages supported housing and employment for families. The separate 'Ladies Waiting Room' at the station is a reminder of the requirement for separate waiting facilities in Victorian times and an important social reference.

4.3.5 Historical Interest

Historical value is deemed to be the associative or illustrative ways in which past people, events and aspects of life can be connected through a place to the present. It relates to the capacity of a site to illustrate broader historical themes, its contribution to our understanding of aspects of past life, be they for example the organisation of society, developments in agriculture or industry, or in religious observance. Undoubtedly, Arklow Station illustrates extremely well an aspect of life which can be very readily connected to the present, the threshold for transporting people and freight around the country.

The site has undergone a number of alterations over the years, namely the loss of the east platform/sidings and disuse of the goods building, both to the east of the station building and. Though the loss of the east platform/sidings is regrettable, it is easy to discern the layout of the original station complex, as evidenced by both the current siding and boundary walls. The potential presence of these features further enhances the significance of the site in terms of its original footprint and function.

Context here is particularly relevant; the evidential value of a single industrial or agricultural building for example will be diminished if other associated buildings have already been lost or damaged. The appraisal of the historical maps has shown a surprising lack of change to the context of the station since 1853 (see Figure 7). The local streetscape has not changed extensively since this date. Of course, change has occurred with new buildings introduced mainly to the north; however, the general layout has remained relatively unchanged in the years since.

5 Proposed interventions and Recommended Mitigation Measures

5.1 Proposed interventions to facilitate the Irish Rail Accessibility Programme relating to built heritage

Table 4: Assessment of Proposed Development pertaining to built heritage impacts and recommended mitigation measures

Proposed development	Brief description	Impact High/ medium/ low Long-term/ short-term Direct/ Indirect Positive/ Negative/ Neutral	Recommended Mitigation Measures
Provision of pedestrian mobility impaired access structure comprising of lifts and stairs.	The structure is a hybrid assembly of different concrete and steel elements including a pair of staircases (two flights each), free standing lift shafts, support portals and a walkway	High/ Long-term/ Direct/ Negative	Locate pedestrian mobility impaired access structure in the least visually impactful position. Contemporary design details of structure softened by taking guidance from existing design language and character. This will enable the new structure to sit less obtrusively within the setting of the historic railway station. Further details discussed below.
Removal of a short section of nineteenth century masonry boundary wall south of the signal box.	The insertion of the mobility impaired accessibility structure will involve the removal of short section of masonry wall	Moderate/ Long-term/ direct/ negative	No mitigation required.

Proposed development	Brief description	Impact High/ medium/ low Long-term/ short-term Direct/ Indirect Positive/ Negative/ Neutral	Recommended Mitigation Measures
Clear signage is to be installed at station entrance indicating accessible entrance and IÉ corporate standard signage.	At the time of writing details such as design, and proposed location of the signage was not available and AMS are therefore unable to make specific comments/ recommendations	Medium/ Long-term/ Direct/ Neutral	Being mindful of the cumulative impact of minor additions and how it can compromise the character of an historic place, ensure where signage is required to be mounted on historic fabric ensure mortar joints are used over drilling into cut stone or brick or where mounting is required on metal that it is mounted using a strap over drilling into the metal.
Door control devices to be installed on ticket office door and the disabled toilet door.	.	Medium/ Long-term/ Direct/ Neutral if carried out to recommended specification	Ensure control devices are located in such a manner that they do not damage dressed stonework using mortar joints as fixing points only.
Kick plates are to be provided for doors around the station.		Medium/ Long-term/ Direct/ Neutral if carried out to recommended specification	Avoid mounting kick plates on historic doors. Where absolutely required ensure kickplates when mounted on historic doors are done in such a manner that is reversible and are installed in such a way that does not damage historic doors.

Proposed development	Brief description	Impact High/ medium/ low Long-term/ short-term Direct/ Indirect Positive/ Negative/ Neutral	Recommended Mitigation Measures
All signage including directional and/or informational should be considered for upgrade based on the station requirements in coordination with The Accessibility Programme which aligns with Iarnród Éireann & National Transport Authority's objectives to bring the network to compliance in accordance with TSI PRM.		Medium/ Long-term/ Direct/ Neutral if carried out to recommended specification	Being mindful of the cumulative impact of minor additions and how it can compromise the character of an historic place, ensure where signage is required to be mounted on historic fabric ensure mortar joints are used over drilling into cut stone or brick or where mounting is required on metal that it is mounted using a strap over drilling into the metal.
Barriers/rails should be installed to prevent passengers colliding with the underside of the staircase on each platform.		Medium/ Long-term/ Direct/ Neutral if carried out to recommended specification	A raised kerb is preferable to rails. However, if rails are the chosen option for the rails should be sympathetic to the visual character of the railway footbridge and designed to have minimum visual impact on the structure. Any elements required to touch the historic footbridge should be attached using straps and should not be drilled or welded.

6 Consideration of Bridge Position Options

Two proposed positions for the accessible pedestrian mobility impaired access structure have been put forward, one to the south of the main station building and one to the north. The merits of both proposals are discussed below.

6.1 North Position

This is the least preferred option from a conservation viewpoint due to the proximity of the regionally important station house. The siting of the bridge here would both detract from and negatively affect the setting of the structure, upsetting the historic rhythm and assembled context of the station. Visually the bridge would also dominate viewpoints from the footbridge and station house looking north. In particular, the existing boundary wall, footbridge, signal box and station house would be negatively impacted visually when approaching the main entrance and platform. The boundary wall and entrance would therefore be negatively impacted by this proposed position. As a positive attribute, it appears that main station structures would not be physically impacted apart from the platform and boundary wall.

Plate 12: Approach to station which would be impacted by northern bridge option, facing south.

Plate 13: Pedestrian entrance and boundary wall which would be impacted by the northern bridge option.

6.2 South Position

This suggested positioning of the pedestrian mobility impaired access structure to the south of the station buildings is more respectful of the existing heritage outlined in this report. It appears that there will be no physical impact on existing fabric or regionally important structures as outlined above. In terms of setting, the bridge will not substantially detract from the overall context of the station, of the two proposals put forward, this is more respectful of extant historic structures. The key views of the recommended positioning of the pedestrian mobility impaired access structure from the existing platforms (Plate 14, Plate 15) highlight the visual impact to the overall context which could occur. The location of the eastern footing of the proposed bridge appears to lie outside the current station boundary leading directly to the carpark.

Plate 14: Looking southeast along east down platform, the southern bridge option would lie behind wall to right of shelter.

Plate 15: Looking north down the western up platform, the southern bridge option would lie on the leafy verge.

6.3 Mitigation recommendations

The proposals at Arklow Railway Station (listed in Table 4 above) includes the addition of a large new pedestrian mobility impaired access structure, the scale and massing of which will affect the character of the cluster of historic structures and the design of the proposed structure should be carefully considered to avoid a dominant visual impact of the proposed structure.

In order to mitigate the visual impact in as much as is possible, the structure should be designed for the setting within a cluster of historic structures which already exhibit a strong design language. Sensitive design will take into consideration the finishes and design details. The plain render finish and steel mesh will be an unfamiliar, contemporary surface treatment in this setting.

Taking cues from the already established strong design language of the nineteenth century Irish rail system, the design team noted that there were large monolithic water towers built during the nineteenth century for steam locomotion (see Plate 15–Plate 18) and that these sit well within the historic environment. While the proposed accessibility structures are modern and should be clearly legible as such, it was felt that the impact of the new structures could be slightly mitigated by referencing the metal containers of the nineteenth century water towers by roofing the lift shafts of the proposed structures in a seamed metal cladding.

Plate 16: Water tower Sherriff Street Upper, Dublin

Plate 17: Water Tower, West Station Ranelagh, Dublin

Plate 18: Rail water tower Carrick On Shannon, Co. Leitrim

Plate 19: Rail water tower Moate Railway Station Co. Westmeath

Figure 1: Proposed Mobility Impaired Access Structure in the context of Arklow Railway Station

ELEVATION E4

Figure 2 Contiguous elevation showing location of mobility impaired access structure located at a distance from the Protected Structures.

6.3.1 Railings at base of footbridge

The railings to be installed around the base of the existing nineteenth century footbridge be designed in such a manner that the railings are sympathetic visually to the design of the existing footbridge, do not damage the fabric of the footbridge either at installation or over time with regard to rust etc. and that are easily reversible. Ideally the solution to preventing passengers colliding with the underside

of the railway bridge would be less visual and a raised kerb has been suggested and this would be a preferred option as having a lesser visual impact.

6.3.2 *Removal of short length of masonry wall*

The location of the mobility impaired access structure was carefully considered to try and avoid impacts on the historic character and physical fabric of protected structures. The proposed location is believed to have the least impact however will involve the removal of a short section of nineteenth century masonry boundary wall south of the signal tower. Given the survival of most of the nineteenth century masonry boundary walls at Arklow the loss of this short section is felt to be acceptable as the removal of this section will have minimal impact on the character of the railway station.

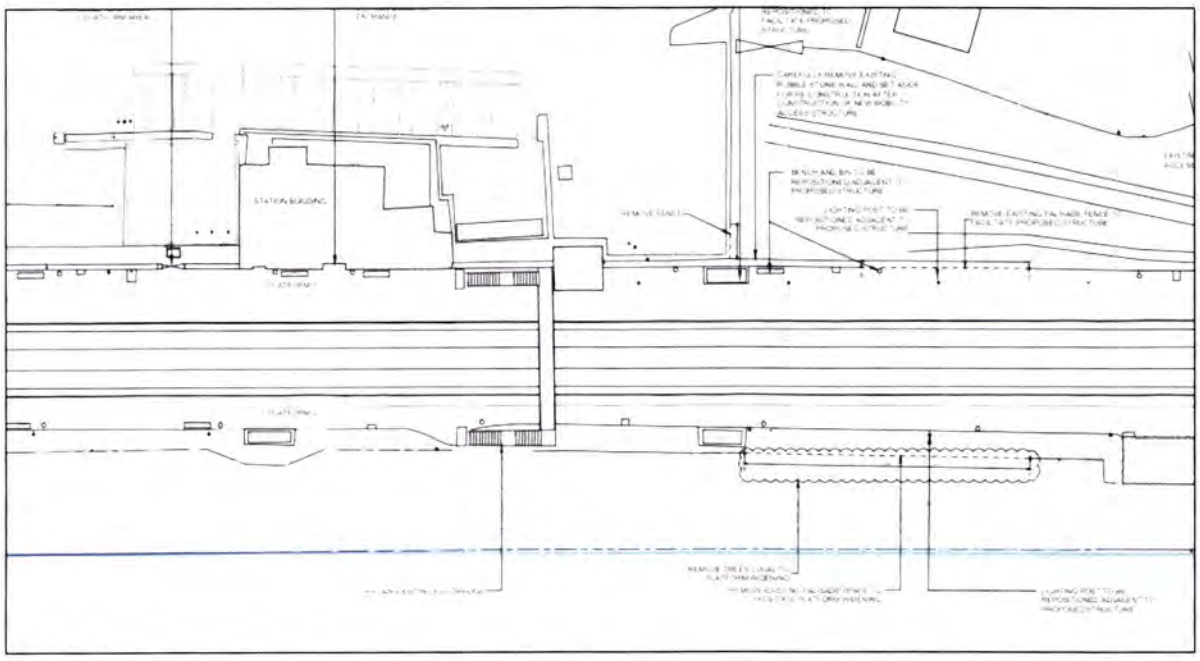

Figure 3 Existing plan for comparison with Fig 4

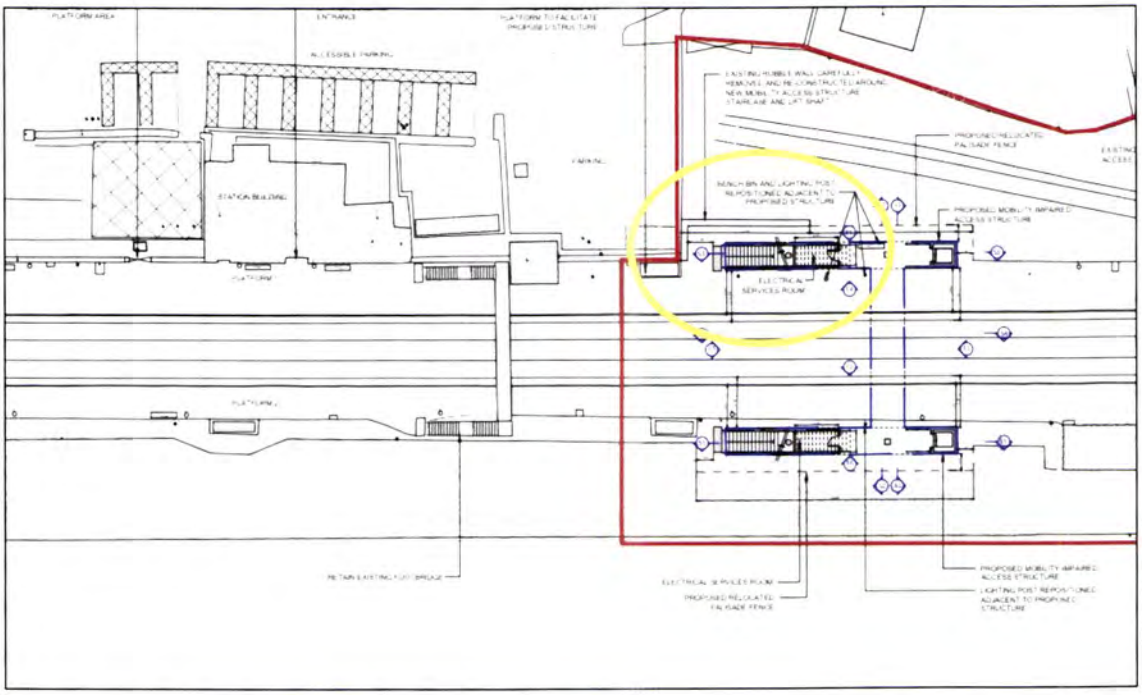

Figure 4 Proposed plan showing small section of masonry (circled in yellow) wall to be removed to accommodate accessibility structure.

Figure 5 Section of masonry wall to be removed highlighted.

6.3.3 Smaller interventions

Smaller interventions (such as signage kickplates etc.), impacts and mitigations are outlined in Table 4 above.

7 Conclusions

Arklow Railway Station, is a Protected Structure on the Record of Protected Structures for Wicklow County Development Plan 2016-2022 and is an important element of the built heritage for the village of Arklow and the landscape character of the Arklow area. It is also an important element of Irelands Victorian railway network. Given the Regional importance rating attributed to the buildings and structures as listed on the NIAH, any interventions require careful consideration in terms of design input and site setting.

Given the Protected Structures status of the railway station the interventions should be carefully considered in terms of location, design, detailing, materials and site setting to create a sympathetic design, which has regard for the historic character of the railway station in order to mitigate any negative visual impact on the historic character of the area.

It is recognised that the scale and massing of these structures will have a primarily visual impact on the character of the historic setting however this is reflective of the purpose of these structures in upgrading this station to improve accessibility for all and is in the context of the evolution of the development of the railway infrastructure nationwide. The design of these structures also has to take into account constraints dictated by rail engineering, Irish Rail maintenance and budget.

AMS recommended considering constraints for the built heritage elements of the site and project as defined by the Planning and Development Act 2000 and the built heritage policies of the Wicklow County Council.

To mitigate the impacts on the built heritage AMS recommended location of the lift shaft in the least visually impactful position at a distance from the Protected Structures and the revision of the design of the lift shafts to reference nineteenth century water towers as a precedent for tall monolithic structures in these railway settings – see recommendations in section 6.2. The design was revised by Irish Rail/ Jacobs and these have been incorporated into the proposed design, which in our view partially softens the impact of the proposed intervention. Smaller additions should be carefully considered in terms of method of installation and visual impact.

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Wicklow Newsletter and Arklow Reporter. 30 May 1903.

Figure 6: Arklow Station Location.

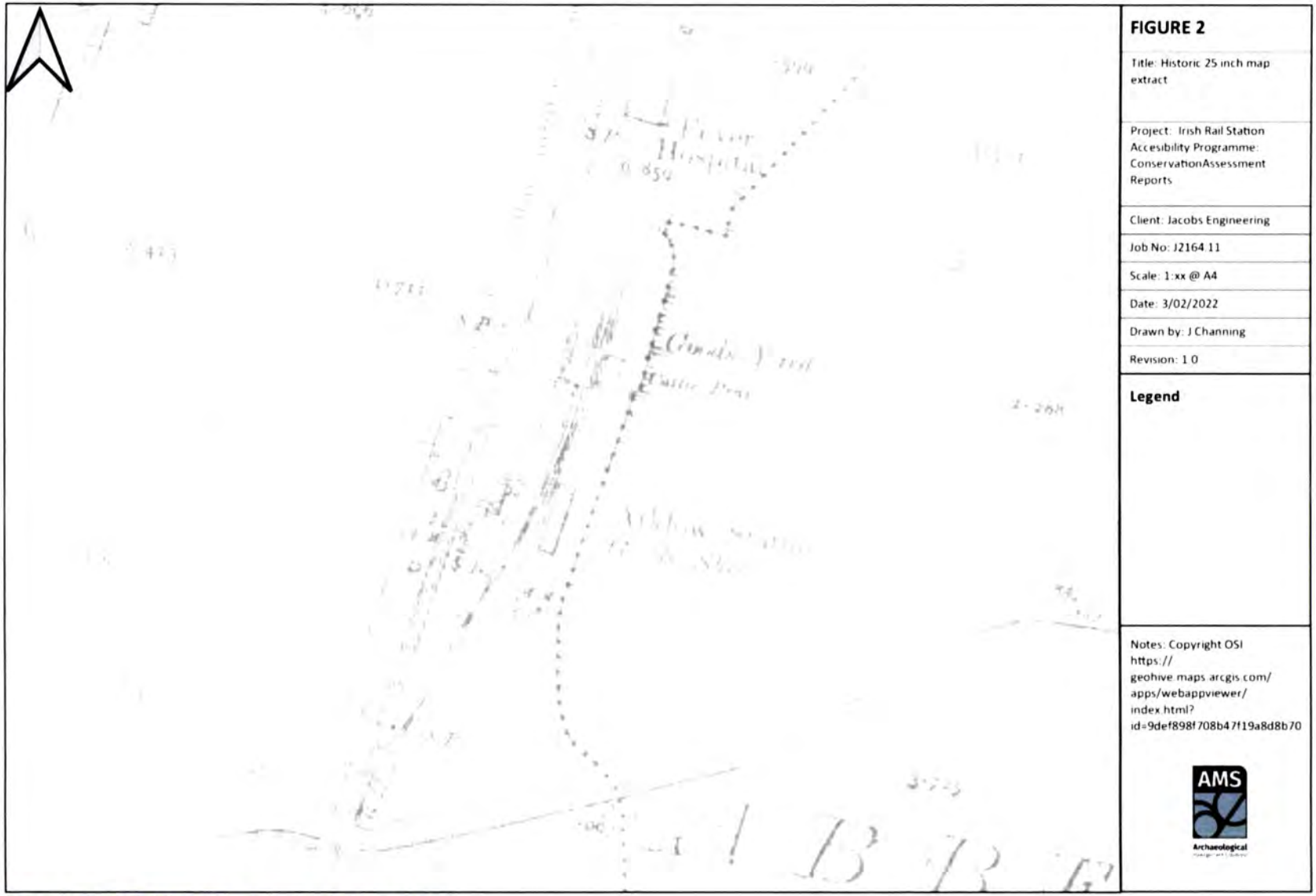

FIGURE 2

Title: Historic 25 inch map extract

Project: Irish Rail Station Accesibility Programme: ConservationAssessment Reports

Client: Jacobs Engineering

Job No: J2164.11

Scale: 1:xx @ A4

Date: 3/02/2022

Drawn by: J Channing

Revision: 1.0

Legend

Notes: Copyright OSI https://geohive.maps.arcgis.com/apps/webappviewer/index.html?id=9def898f708b47f19a8d8b70

AMS Archaeological

Figure 7: 25-Inch OS extract showing Arklow Station.

Appendix 1: Categories of Special Interest

The notes below explaining the Categories of Special Interest are from the *Architectural Heritage Protection Guidelines for Planning Authorities* (DAHG 2011).[5]

Introduction

The Planning and Development Act 2000 to 2021 defines the architectural heritage to be structures or parts of structures which are of *Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social* or *Technical* interest. The Categories of Special Interest can be seen as a list of criteria to be considered when evaluating a structure. The categories are not mutually exclusive and a structure may be attributed with several of the categories. The majority of sites/structures/groups of structures included in NIAH surveys will be considered to be of Architectural or Artistic interest, however, on rare occasions a structure of no architectural or artistic interest may be included based solely on its historical, archaeological, cultural, scientific, technical or social interest.

Architectural Interest

The characteristics of architectural interest may be attributed to a structure or part of a structure with such qualities as the following:

- A generally agreed exemplar of good quality architectural design;
- The work of a known and distinguished architect, engineer, designer or craftsman;
- An exemplar of a building type, plan-form, style or styles of any period but also the harmonious interrelationship of differing styles within one structure;
- A structure which makes a positive contribution to its setting, such as a streetscape or a group of structures in an urban area, or the landscape in a rural area;
- A structure with an interior that is well designed, rich in decoration, complex or spatially pleasing.

Historical Interest

The notion of historical interest underpins a general belief that it is worthwhile to preserve and conserve structures, sites and information from past centuries. The level of importance of the historical connection and its relationship to the existing fabric of the structure should be assessed. The historical interest relating to a structure or parts of a structure may be identified in various ways.

- A structure may have historical interest as the location of an important event that occurred in, or is associated with it, or by its association with a historic personality. Some events or associations may be so important that the place retains its significance regardless of

[5] Available at https://www.buildingsofireland.ie/app/uploads/2019/10/Architectural-Heritage-Protection-Guidelines-for-Planning-Authorities-2011.pdf. [Accessed 4 November 2021).

subsequent alteration. Where an otherwise unremarkable structure has historical associations, it may be more appropriate to commemorate the association with a wall-mounted plaque. Where the decision is difficult, it is helpful to discover whether other buildings connected with the personality or event still exist (and if they are protected) and to make an assessment that takes account of the value of such a group;

- A structure may have influenced, or been influenced by, a historic figure. Important people may have lived in the structure or have been otherwise associated with it – for example its patron, designer or builder. Places in which evidence of an association with a person survive, in situ, or in which the settings are substantially intact, are of greater significance than those which are much changed or in which much evidence does not survive;
- Historical interest can be attributed where light is thrown on the character of a past age by virtue of the structure's design, plan, original use, materials or location;
- A structure may be a memorial to a past event;
- A structure itself may be an example of the effects of change over time. The design and fabric of the structure may contain evidence of its former use or symbolic meaning. This may be the case with former gaols or churches that have since changed and, in so doing, illustrate a historic development;
- Some fixtures and features may survive, for example in consistory courts and courts of law, that are important evidence of former liturgical or legal practice and may have special historical interest for that reason;
- Some unusual structures may have historical or socio-historical interest, for example, early electricity substations, "Emergency"-era lookout posts or sentry boxes. Although not yet of popular heritage significance, such structures can nonetheless have special historical and social interest;
- Special historical interest may exist because of the rarity of a structure. Either few structures of an identifiable type were built at a particular time, or few have survived. In either case, the extant structure may be one of the few representative examples of its time that still exists in the national, regional or local area. The rarity of surviving examples of a building type can ensure that special historical interest accrues to them. A planning authority should give careful consideration to protecting any examples of rare structures in its area, bearing in mind the degree to which past interventions may have altered their character.

Archaeological Interest

Special archaeological interest is essentially defined by the degree to which material remains can contribute to our understanding of any period or set of social conditions in the past (usually, but not always, the study of past societies). The characteristic of archaeological interest in the context of the RPS must be related to a structure. Structures of special archaeological interest may also be protected under the National Monuments Acts.

Structures can have the characteristics of both archaeological and architectural interest as these are not mutually exclusive. For example, the party walls or basements of houses of later appearance may contain medieval fabric and reveal information of archaeological interest. The standing walls of a sixteenth-century towerhouse will have both characteristics of interest. Fragments of early fabric,

including carved or worked stone, may have been re-used in later buildings giving these structures archaeological significance as the current context of historically significant material. A complex of industrial buildings may have archaeological interest because of its potential to reveal artefacts and information about the evolution of industry that may be useful to archaeologists, historians and the public.

Artistic Interest

Special artistic interest may be attributed to a structure itself, or to a part of a structure, for its craftsmanship, design or decoration. Examples could include:

- Examples of good craftsmanship;
- Decoratively carved statuary or sculpture that is part of an architectural composition;
- Decoratively-carved timber or ceramic-tiled shopfronts;
- Ornate plasterwork ceilings;
- Decorative wrought-iron gates;
- Religious art in a place of public worship such as the Stations of the Cross or stained-glass windows;
- Fixtures and fittings such as carved fireplaces, staircases or light-fittings;
- Funerary monuments within a graveyard;
- The relationship of materials to each other and to the totality of the building in which they are situated, if these have been designed as an ensemble.

For an artistic work to be given protection under the Act, its degree of annexation to the structure should be taken into account. If the work of art is effectively fixed to the structure, it can be considered a part of the structure and therefore protected.

Cultural Interest

The characteristic of cultural interest permeates the architectural heritage and can, in the broadest terms, include aesthetic, historic, scientific, economic or social values of past and present generations. Special cultural interest apply to:

- Those structures to which the Granada Convention refers as 'more modest works of the past that have acquired cultural significance with the passing of time';
- Structures that have literary or cinematic associations, particularly those that have a strong recognition value;
- Other structures that illustrate the development of society, such as early schoolhouses, library buildings, swimming baths or printworks. If these associations are not related to specific aspects of the physical fabric of a structure, consideration could be given to noting them by a tourism plaque or other such device.

Scientific Interest

The scientific interest, or research value, of a structure will depend on the importance of the data involved and on its rarity and/or quality. Its scientific interest should also be assessed as to how well it represents the area of research in question and the degree to which the structure may contribute further objective information. For example:

- The results of scientific research may be seen in the execution of the structure;
- The materials used in the structure may have the potential to contribute to scientific research, for example extinct pollen or plant species preserved in the base layers of ancient thatch roofs;
- The structure may be associated with scientific research that has left its mark on the place, such as early Ordnance Survey benchmarks carved into stonework.

Social Interest

The characteristic of special social interest embraces those qualities for which a structure, a complex or an area has become a focus of spiritual, political, symbolic or other sentiment to any group of people. A community may have an attachment to a place because it is an essential reference point for that community's identity, whether as a meeting place or a place of tradition, ritual or ceremony. The configuration, disposition or layout of a space or group of structures, where they facilitate behaviour that would otherwise be difficult or impossible, may be of social interest. This category of special interest may sometimes not be directly related to the physical fabric of a particular structure or structures and may survive physical alteration. Care should be taken to recognise the pattern or internal relations of the parts of the structure that constitute its special interest, in order to ensure that they be conserved.

- The fixtures and features that testify to community involvement in the creation of a structure, or have a spatial form or layout indicating community involvement in the use of a structure, could include such elements as memorials, statues or stained-glass panels;
- A structure may display vernacular traditions of construction and may be set in a group or area which illustrates the social organisation of the inhabitants. Most obviously this would include thatched cottages. In vernacular buildings, elements of the plan-form (for example, direct-entry, lobby-entry, doors opposite one another, bed outshots etc), as well as the roofing material of otherwise ordinary structures may be distinctive and have special social interest;
- Types of decoration may have artistic as well as social interest, such as shell houses or the local manifestation of exuberant or astylar stucco decoration where it is particular to a town or region;
- A social interest could also be attributed to structures illustrating the social philosophy of a past age, as in the case of philanthropic housing developments. Structures which illustrate a particular lifestyle or social condition, for example holy wells, are to be found in many parts of the country. Care must be taken to ensure that there is sufficient physical fabric to such places for them to be defined as 'structures'.

Technical Interest

Special technical interest in a structure relates to the art of the structural engineer in devising solutions to problems of spanning space and creating weatherproof enclosures. It may be found in structures which are important examples of virtuoso, innovative or unusual engineering design or use of materials. A structure may be of special technical interest for one or more of the following reasons:

- It displays structural or engineering innovation evidenced in its design or construction techniques such as the use of cast- or wrought iron prefabrication or an early use of concrete;
- It is the work of a known and distinguished engineer;
- It is an exemplar of engineering design practice of its time. For example, a bridge may be a masonry arch, an iron suspension or a concrete span;
- It displays technically unusual or innovative construction or cladding materials, such as early examples of glazed curtain walling, prefabricated concrete plank cladding or Coade stone;
- Contains innovative mechanical fixtures, machinery or plant or industrial heritage artefacts that describe the character of production processes. The specifically industrial aspect of some sites like mill buildings, mill-ponds, tailings or derelict mines can often have a technical heritage value;
- Purely special technical interest can be ascribed to the innovative engineering qualities of a structure, as distinct from the building's appropriateness for use, or its appearance or form.

9 Appendix 2 Photo Register

Table 5: Photo register

Photo #	Location	Facing	Description
J2164_142	Arklow	South southwest	Sightline, looking to exterior of wall running east of eastern platform
J2164_143	Arklow	South	Sightline, looking along wall running east of eastern platform
J2164_144	Arklow	South	Sightline, looking along wall running east of eastern platform
J2164_145	Arklow	Southwest	Sightline, looking to station building
J2164_146	Arklow	Southwest	Sightline, looking to station building
J2164_147	Arklow	South	North facade of station building
J2164_148	Arklow	West	East facade of station building
J2164_149	Arklow	Northwest	Sightline, looking to station and goods building
J2164_150	Arklow	North	South facade of goods building
J2164_151	Arklow	Northeast	West facade of goods building
J2164_152	Arklow	Northwest	Sightline, looking to signal building
J2164_153	Arklow	Northwest	Sightline, looking to signal building
J2164_154	Arklow	Northwest	Sightline, pedestrian entrance
J2164_155	Arklow	North	Memorial at north end of east platform
J2164_156	Arklow	North	Looking north along railway cutting from north end of east platform
J2164_157	Arklow	Northeast	Remodelled arch on interior of pedestrian entrance
J2164_158	Arklow	Northeast	Remodelled arch on interior of pedestrian entrance
J2164_159	Arklow	South southwest	Signal box
J2164_160	Arklow	Northeast	Footbridge footings, east platform
J2164_161	Arklow	North	Footbridge footings, east platform
J2164_162	Arklow	Northeast	Footbridge detail
J2164_163	Arklow	North	Looking down east platform
J2164_164	Arklow	West	Western platform building, east facade
J2164_165	Arklow	West	Western platform building, east facade
J2164_166	Arklow	nne	East platform and siding to east of station
J2164_167	Arklow	North	Looking down east platform
J2164_168	Arklow	Northeast	Looking down east platform, note change in boundary wall construction
J2164_169	Arklow	East	Looking down east platform, note change in boundary wall construction
J2164_170	Arklow	Northwest	Footbridge

Photo #	Location	Facing	Description
J2164_171	Arklow	West	Footbridge
J2164_172	Arklow	South	Footbridge detail
J2164_173	Arklow	West	Footbridge detail
J2164_174	Arklow	Northwest	Station overview, from footbridge
J2164_175	Arklow	Southwest	Station overview, from footbridge
J2164_176	Arklow	East	Station building, west facade
J2164_177	Arklow	East southeast	Signal box and footbridge
J2164_178	Arklow	Southwest	Footbridge detail
J2164_179	Arklow	Southeast	East platform overview
J2164_180	Arklow	Northeast	East platform overview
J2164_181	Arklow	North	West platform
J2164_182	Arklow	Northeast	West facade of station building and signal box with footbridge
J2164_183	Arklow	Northeast	Detail of wooden canopy on west side of station house
J2164_184	Arklow	Southwest	Drone, sightline over carpark to station building
J2164_185	Arklow	Northwest	Drone, sightline at southern entrance
J2164_186	Arklow	Northwest	Drone, sightline at southern entrance
J2164_187	Arklow	Northwest	Drone, sightline at southern entrance
J2164_188	Arklow	Northwest	Drone, existing bridge to south of station
J2164_189	Arklow	Northwest	Drone, existing bridge to south of station
J2164_190	Arklow	Northeast	Drone, existing bridge to south of station
J2164_191	Arklow	Northeast	Drone, station overview
J2164_192	Arklow	Northeast	Drone, station overview
J2164_193	Arklow	Northeast	Drone, station overview
J2164_194	Arklow	North northwest	Drone, station overview
J2164_195	Arklow	North northwest	Drone, station overview
J2164_196	Arklow	wnw	Drone, station overview
J2164_197	Arklow	Southeast	Drone, station overview
J2164_198	Arklow	East	Drone, station overview
J2164_199	Arklow	South	Drone, station overview

NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DOCUMENTS WITHIN THIS SUBMISSION.
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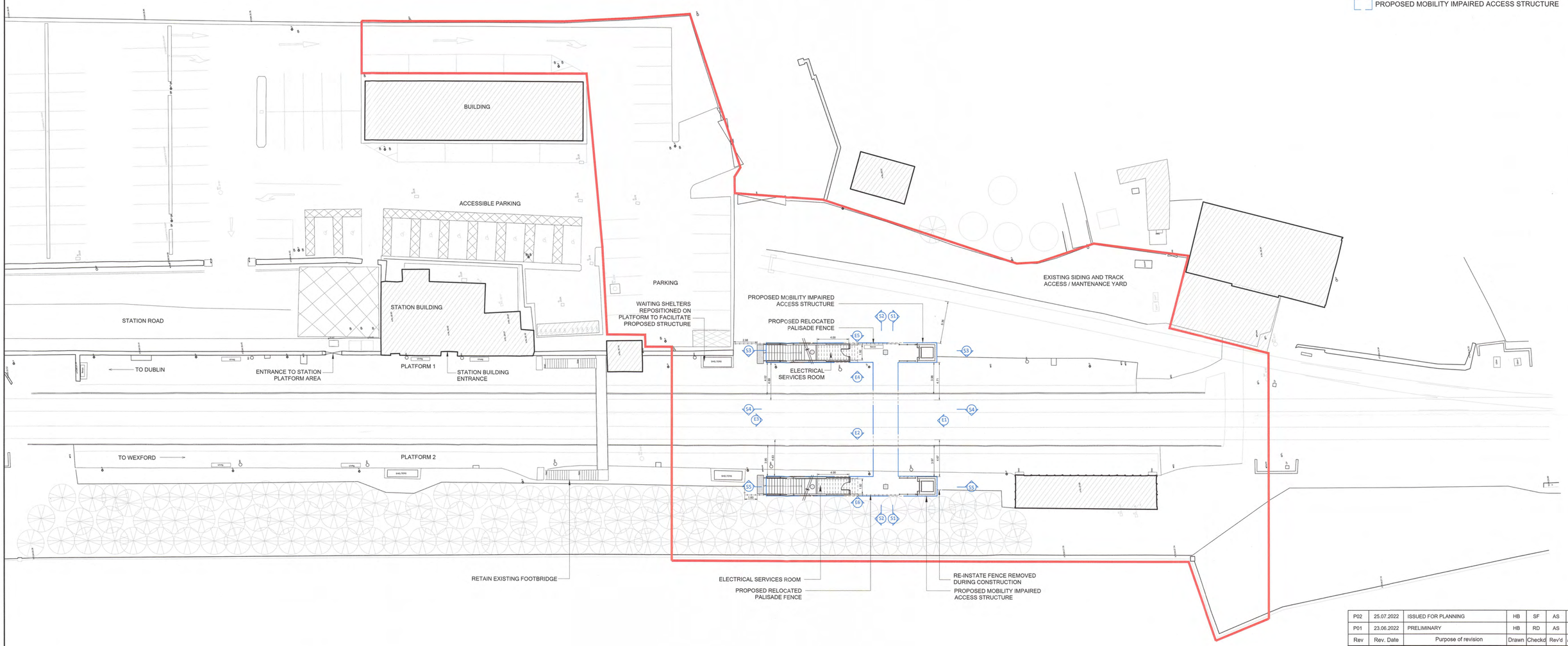
LEGEND:

- PROPOSED SITE WORKS BOUNDARY
- PLATFORM LANDING & CORDUROY TACTILE, 0.8 x 2.4m
- EXISTING BUILDINGS
- PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE



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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT

Jacobs
Merrion House, Merrion Rd, Dublin, D04 R2C5
Tel: +353 1 269 5666
www.jacobs.com

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station Proposed Mobility Impaired Access Structure LOCATION PLAN

Drawing status	ISSUED FOR PLANNING		
Scale	1:250 @ A1, 1:500 @ A3	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0101

NOTES:
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LEGEND:
- IE LANDOWNERSHIP
- EXISTING BUILDINGS

N

BUILDING
STATION BUILDING
STATION ROAD
TO DUBLIN
ENTRANCE TO STATION PLATFORM AREA
PLATFORM 1
STATION BUILDING ENTRANCE
REMOVE EXISTING RUBBLE STONE WALL (X-T)
WAITING SHELTERS TO BE REPOSITIONED TO FACILITATE PROPOSED STRUCTURE
EXISTING BUILDING
DEMOLISH EXISTING LEAN-TOO SHED
REMOVE EXISTING PALISADE FENCE TO FACILITATE PROPOSED STRUCTURE. (Y-Z)
EXISTING SIDING AND TRACK ACCESS / MANTENANCE YARD
BENCH,BIN AND LIGHTING POST TO BE REPOSITIONED ADJACENT TO PROPOSED STRUCTURE
TO WEXFORD
PLATFORM 2
RETAIN EXISTING FOOTBRIDGE
REMOVE TREES LOCAL TO PLATFORM WIDENING
REMOVE EXISTING PALISADE FENCE TO FACILITATE PLATFORM WIDENING
LIGHTING POST TO BE REPOSITIONED ADJACENT TO PROPOSED STRUCTURE

SCALE 1:250

0 5 10 20 30 40 50

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
EXISTING LOCATION PLAN

Drawing status: ISSUED FOR PLANNING

Scale	1:250 @ A1, 1:500 @ A3	DO NOT SCALE
Jacobs No.	D3483800	Rev P02
Client no.	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0100

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LEGEND:

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ACCESSIBLE PARKING

PARKING

STATION BUILDING

WAITING SHELTER REPOSITIONED ON PLATFORM TO FACILITATE PROPOSED STRUCTURE

SHELTERS

PLATFORM 1

PLATFORM 2

TO DUBLIN

TO WEXFORD

EXISTING SIDING AND TRACK ACCESS / MAINTENANCE YARD

EXISTING SIDING AND TRACK ACCESS / MANTENANCE YARD

Gate

PROPOSED FENCE ALIGNING WITH STAIRCASE

PROPOSED RELOCATED PALISADE FENCE

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ELECTRICAL SERVICES ROOM

BENCH,BIN AND LIGHTING POST REPOSITIONED ADJACENT TO PROPOSED STRUCTURE

RETAIN EXISTING FOOTBRIDGE

PROPOSED RELOCATED PALISADE FENCE

ELECTRICAL SERVICES ROOM

LIGHTING POST REPOSITIONED ADJACENT TO PROPOSED STRUCTURE

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

RE-INSTATE FENCE REMOVED DURING CONSTRUCTION

SCALE 1:100

0 5 10 15 20

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
PLATFORM LEVEL PLAN

Drawing status: ISSUED FOR PLANNING

Scale	1:100 @ A1, 1:200 @ A3	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0111

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LEGEND:

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ACCESSIBLE PARKING

PARKING

STATION BUILDING

WAITING SHELTER REPOSITIONED ON PLATFORM TO FACILITATE PROPOSED STRUCTURE

EXISTING SIDING AND TRACK ACCESS / MAINTENANCE YARD

EXISTING SIDING AND TRACK ACCESS / MANTENANCE YARD

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

TO DUBLIN

TO WEXFORD

PLATFORM 1

PLATFORM 2

SHELTERS

RETAIN EXISTING FOOTBRIDGE

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

SCALE 1:100

0 5 10 15 20

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
UPPER LEVEL PLAN

Drawing status: ISSUED FOR PLANNING

Scale	1:100 @ A1, 1:200 @ A3	DO NOT SCALE
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Client no.	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0112

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LEGEND:

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

ACCESSIBLE PARKING

PARKING

STATION BUILDING

RL 29.07

RL 26.18

WAITING SHELTER REPOSITIONED ON PLATFORM TO FACILITATE PROPOSED STRUCTURE

SHELTERS

PLATFORM 1

TO DUBLIN

EXISTING SIDING AND TRACK ACCESS / MAINTENANCE YARD

EXISTING SIDING AND TRACK ACCESS / MANTENANCE YARD

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

TO WEXFORD

PLATFORM 2

SHELTERS

RETAIN EXISTING FOOTBRIDGE

PROPOSED MOBILITY IMPAIRED ACCESS STRUCTURE

SCALE 1:100

0 5 10 15 20

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
ROOF LEVEL PLAN

Drawing status: ISSUED FOR PLANNING

Scale	1:100 @ A1, 1:200 @ A3	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0113

NOTES:
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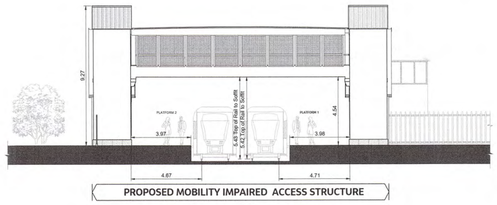
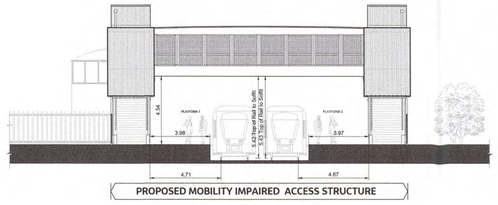


ELEVATION E1



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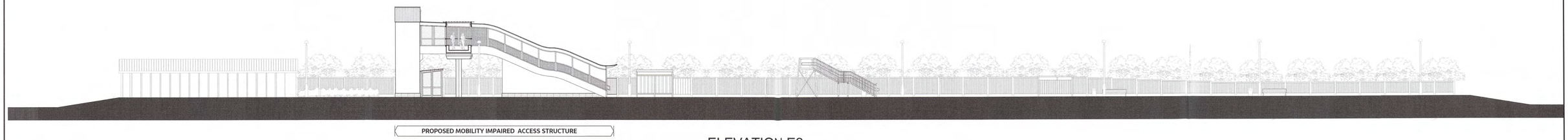
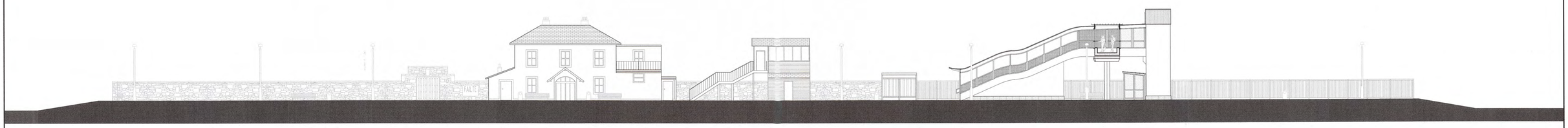
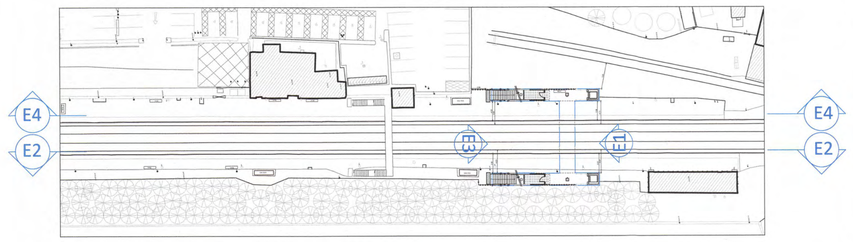


ELEVATION E2



ELEVATION E4



KEY PLAN

SCALE 1:200

0 5 10 20 30 40

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
CONTEXTUAL ELEVATIONS

Drawing status: ISSUED FOR PLANNING

Scale	1:200 @ A1	DO NOT SCALE
Jacobs No.	D3483800	Rev P02
Client no.	7483	

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0201

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1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DOCUMENTS WITHIN THIS SUBMISSION.
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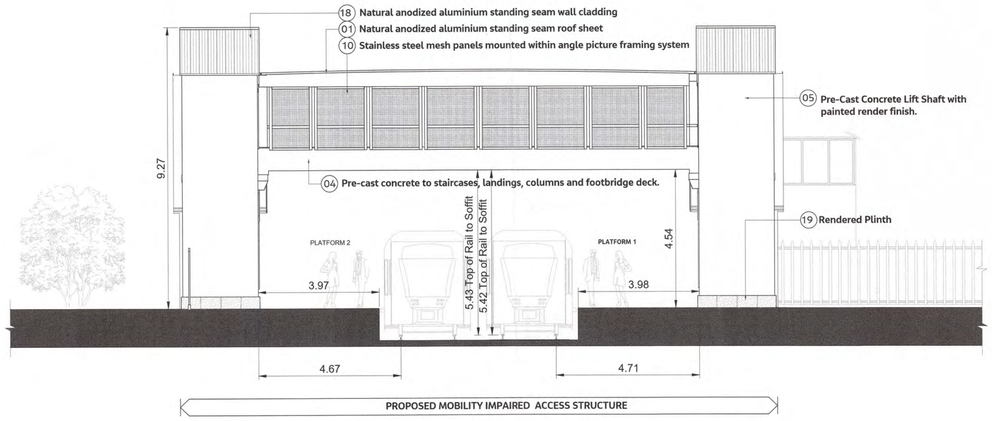
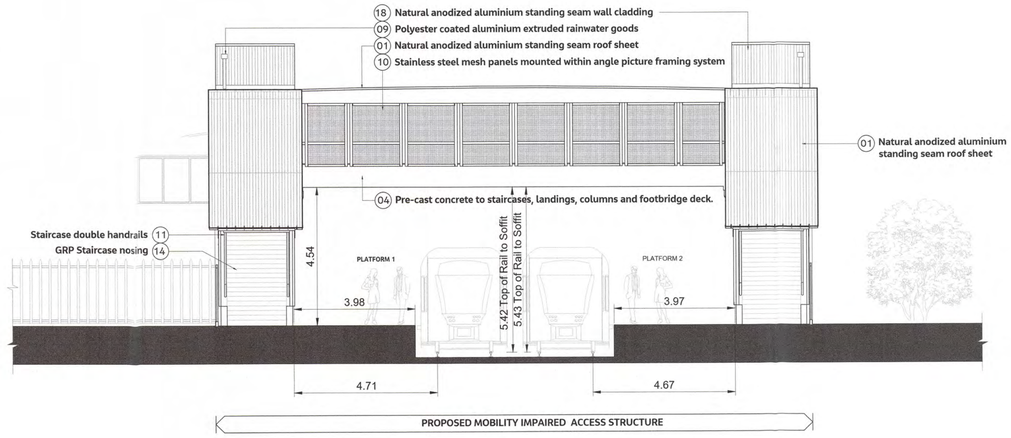
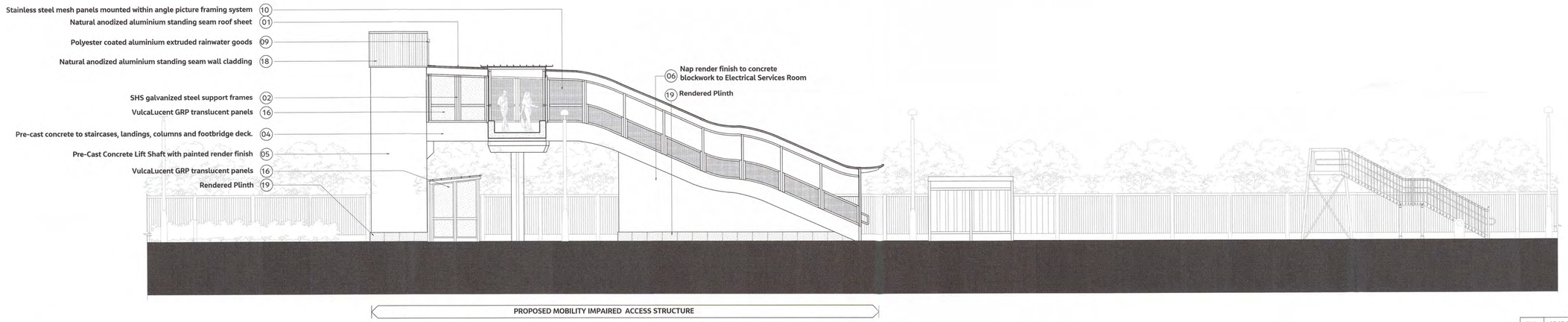


ELEVATION E1



ELEVATION E3



ELEVATION E2

Planning Application Specification Notes

01 **Natural anodized aluminium standing seam roof sheet**
Roof finish to be natural anodized aluminium standing seam roof sheet (Kalzip or similar approved) forming a self-bending barrel vault curve to the FB deck with camber of approx. 130mm and 2°pitch with pre-formed curves to lift landings & staircase roofs. 18mm marine plywood deck on polyester powder finished steel structural deck (Tata Roofdek or similar approved). Galvanised steel valley gutter at base of staircase with upward curved pitched overhanging eaves and additional snow guard brackets.

02 **SHS galvanized steel support frames**
Roof and balustrade guarding super-structure to be galvanized finished SHS posts at 1500 to1800mm centres.

03 **Polyester powder coated aluminium soffit cladding & fascia**
Polyester powder coated aluminium soffit cladding, verge flashing & fascia, 2mm thick and supported on marine plywood eaves roof overhang and support battens to eaves channel steelwork.

04 **Pre-cast concrete to staircases, landings, columns and footbridge deck.**
Anodized aluminium side edging trim to staircase strings.

05 **Pre-Cast Concrete Lift Shaft with painted render finish.**
Scabble concrete to receive a nap render finish and stainless steel angle and stop beads.Paint Colour pantone warm Grey 4 / RAL 060 70 05.

06 **Nap render finish to concrete blockwork to Electrical Services Room**
Nap render finish with surface set back100mm from face of concrete string. Stainless steel angles and stop beads.
Paint Colour Pantone Warm Grey 4 / RAL 060 70 05

07 **Polyester powder finish steel door with louvre ventilation panel to Electrical Services Room**

08 **Single-ply polymeric membrane**
Liftshaft roof to be single-ply polymeric membrane system laid to 2°pitch. Low upstand parapet with polyester powder coated coping flashing.

09 **Polyester coated aluminium extruded rainwater goods**
Polyester coated aluminium extruded rainwater goods, deck & staircase drainage, down pipes & liftshaft hopper (Alumasc or similar approved). Rainwater collected at base of staircases.

10 **Stainless steel mesh panels mounted within angle picture framing system**
Balustrade infill panels of square plain lock woven mesh high tensile stainless steel wire Graepel IP2X or similar approved) mounted in angle "picture frames"

11 **Staircase double handrails**
Staircase double handrails to be nylon coated galvanised steel (warm to the touch) in yellow (RAL 1023 -Safety Yellow)

12 **Tactile corduroy surface**
Tactile corduroy GRP to top staircases in colour buff bonded to deck (GripClad or similar approved)

13 **Tactile corduroy concrete**
Tactile corduroy concrete paving to base of staircases in colour buff (Kilsaran or similar approved).

14 **GRP Staircase nosing**
GRP Composite staircase treads and yellow nosing (GripClad or similar approved). Minimum of 30LVR between adjacent surfaces. (Not labelled on drawings) Footbridge and Deck Drainage to Aco Heel guard channels or similar

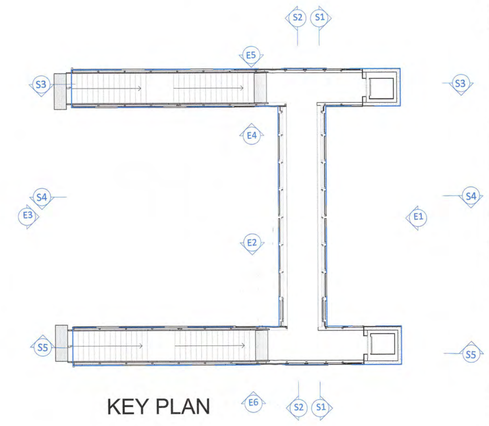
15 **High friction asphalt surface**
Footbridge deck & landings to be surfaced with heavy duty and high friction methyl methacrylate based asphalt in grey RAL 7015 (Sterling Lloyd or similar approved).

16 **VulcaLucent GRP translucent panels**
Balustrade infill panel and weather protection to lift landings VulcaLucent GRP translucent panels with shallow crinkle/ smooth surfaces mounted in stainless steel angle "picture frames".

17 **Lift Doors and Control Panels**
Stainless steel brushed finish lift doors and architraves with polyester coated steel roller shutters outer door and shutter box concealed above lift doors.

18 **Natural anodized aluminium standing seam wall cladding**
Vertical wall cladding to be natural anodized aluminium standing seam to match roof cladding.

19 **Rendered Plinth**
Plain rendered painted plinth to match station building.Colour Blue Grey RAL 7031



KEY PLAN

SCALE 1:100
0 5 10 15

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

Jacobs
Merrion House, Merrion Rd, Dublin, D04 R2C5
Tel: +353 1 269 5666
www.jacobs.com

Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
ELEVATIONS

Drawing status: ISSUED FOR PLANNING

Scale	1:100 @ A1	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0202

NOTES:
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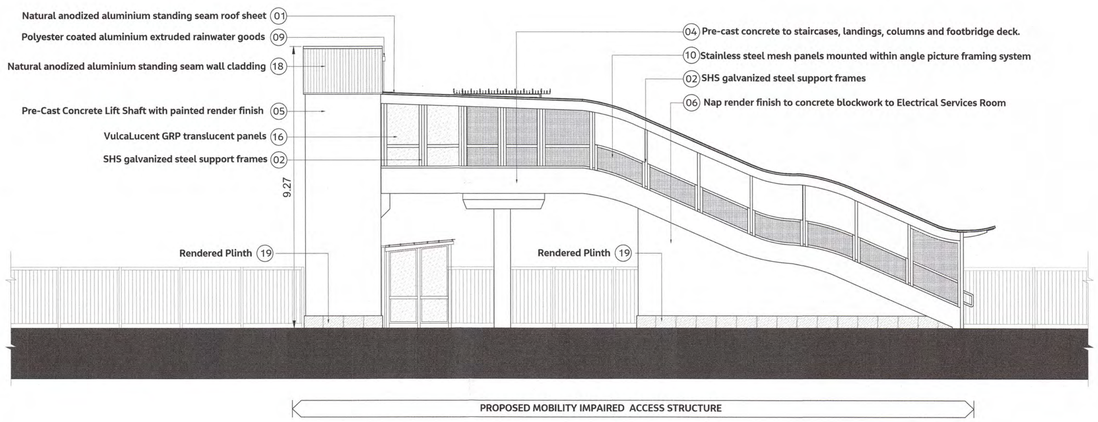
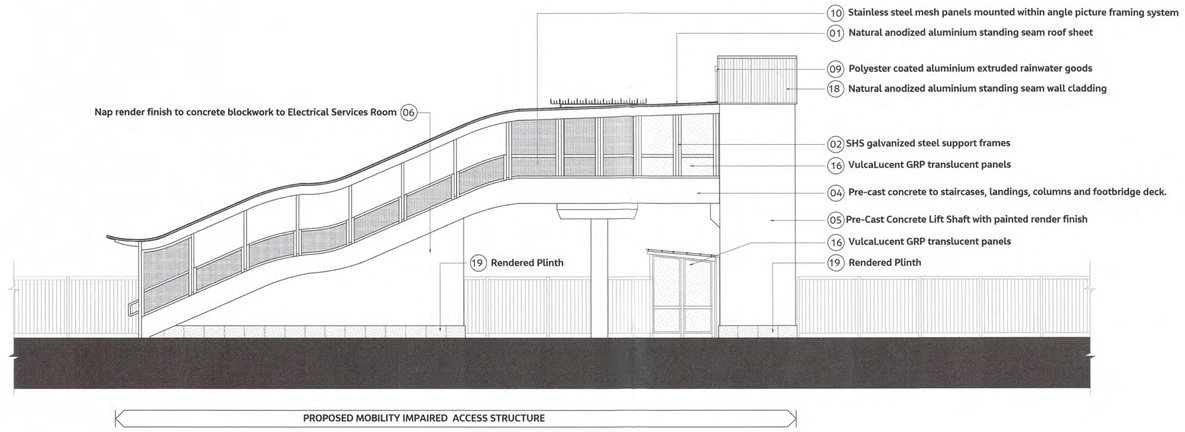


ELEVATION E5



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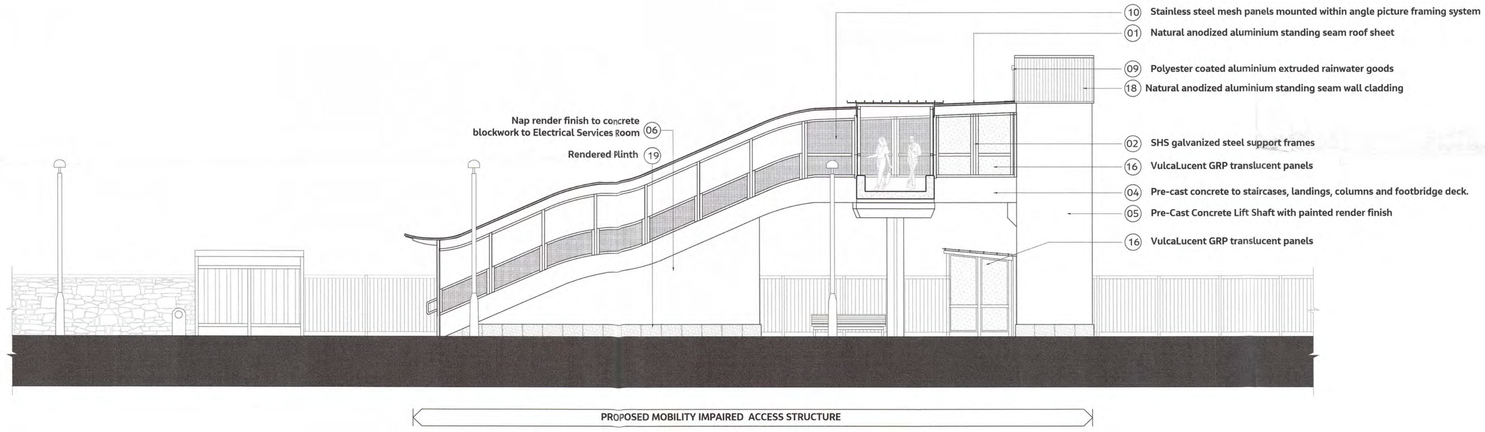
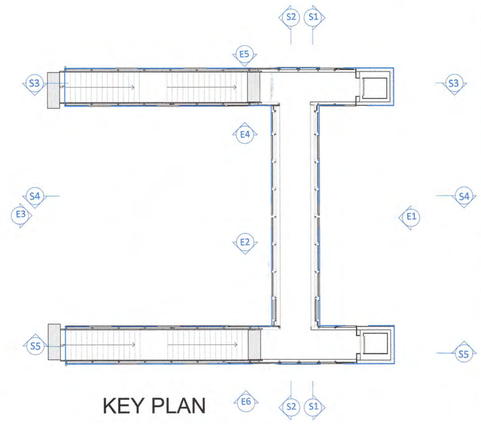


ELEVATION E4



KEY PLAN

SCALE 1:100

0 5 10 15

Planning Application Specification Notes

(01) **Natural anodized aluminium standing seam roof sheet**
Roof finish to be natural anodized aluminium standing seam roof sheet (Kalzip or similar approved) forming a self-bending barrel vault curve to the FB deck with camber of approx. 130mm and 2°pitch with pre-formed curves to lift landings & staircase roofs. 18mm marine plywood deck on polyester powder finished steel structural deck (Tata Roofdek or similar approved). Galvanised steel valley gutter at base of staircase with upward curved pitched overhanging eaves and additional snow guard brackets.

(02) **SHS galvanized steel support frames**
Roof and balustrade guarding super-structure to be galvanized finished SHS posts at 1500 to 1800mm centres.

(03) **Polyester powder coated aluminium soffit cladding & fascia**
Polyester powder coated aluminium soffit cladding, verge flashing & fascia, 2mm thick and supported on marine plywood eaves roof overhang and support battens to eaves channel steelwork.

(04) **Pre-cast concrete to staircases, landings, columns and footbridge deck.**
Anodized aluminium side edging trim to staircase strings.

(05) **Pre-Cast Concrete Lift Shaft with painted render finish.**
Scabble concrete to receive a nap render finish and stainless steel angle and stop beads.Paint Colour pantone warm Grey 4 / RAL 060 70 05.

(06) **Nap render finish to concrete blockwork to Electrical Services Room**
Nap render finish with surface set back100mm from face of concrete string. Stainless steel angles and stop beads.
Paint Colour Pantone Warm Grey 4 / RAL 060 70 05

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Liftshaft roof to be single-ply polymeric membrane system laid to 2°pitch. Low upstand parapet with polyester powder coated coping flashing.

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Polyester coated aluminium extruded rainwater goods, deck & staircase drainage, down pipes & liftshaft hopper (Alumasc or similar approved). Rainwater collected at base of staircases.

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Balustrade infill panels of square plain lock woven mesh high tensile stainless steel wire Graepel IP2X or similar approved) mounted in angle "picture frames"

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Staircase double handrails to be nylon coated galvanised steel (warm to the touch) in yellow (RAL 1023 -Safety Yellow)

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Tactile corduroy GRP to top staircases in colour buff bonded to deck (GripClad or similar approved)

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(15) **High friction asphalt surface**
Footbridge deck & landings to be surfaced with heavy duty and high friction methyl methacrylate based asphalt in grey RAL 7015 (Sterling Lloyd or similar approved).

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Stainless steel brushed finish lift doors and architraves with polyester coated steel roller shutters outer door and shutter box concealed above lift doors.

(18) **Natural anodized aluminium standing seam wall cladding**
Vertical wall cladding to be natural anodized aluminium standing seam to match roof cladding.

(19) **Rendered Plinth**
Plain rendered painted plinth to match station building.Colour Blue Grey RAL 7031

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

Jacobs
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Tel: +353 1 269 5666
www.jacobs.com

Client
Iarnród Éireann Irish Rail

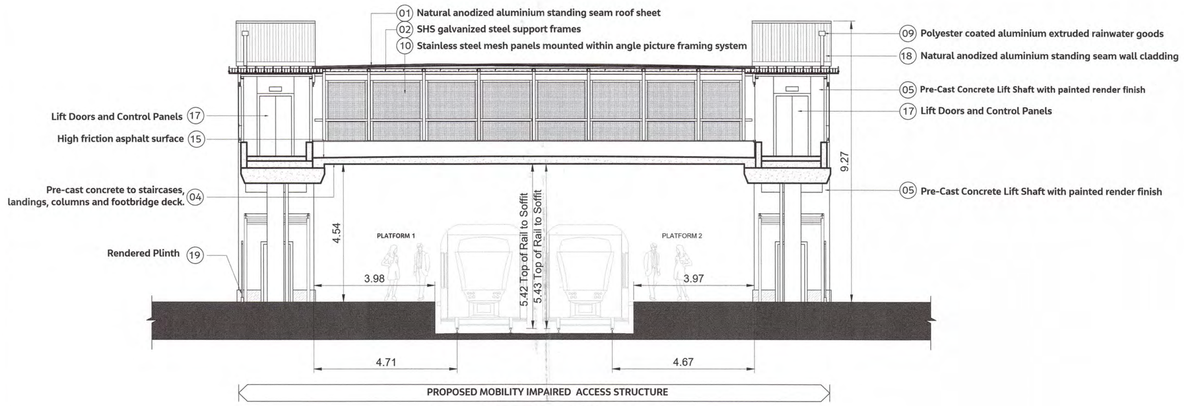
Project
7483 Lot 1 - Station Accessibility

Drawing title
Arklow Railway Station
Proposed Mobility Impaired Access Structure
ELEVATIONS

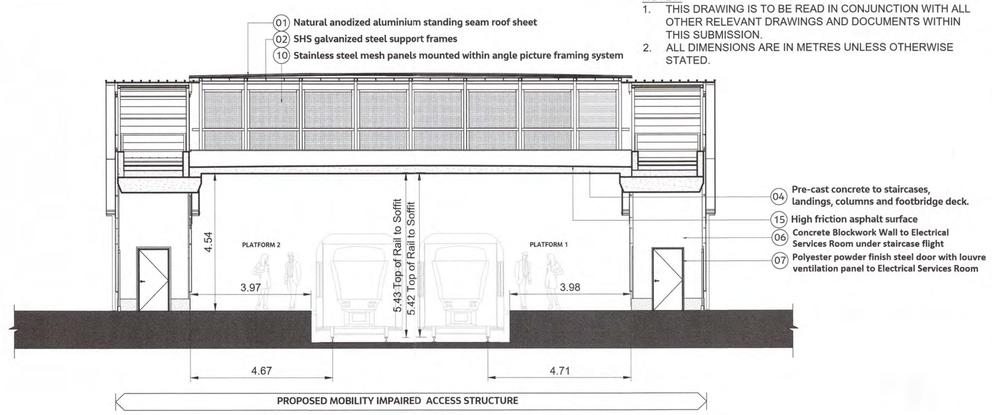
Drawing status
ISSUED FOR PLANNING

Scale	1:100 @ A1	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number
D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0203



Section S1



Section S2

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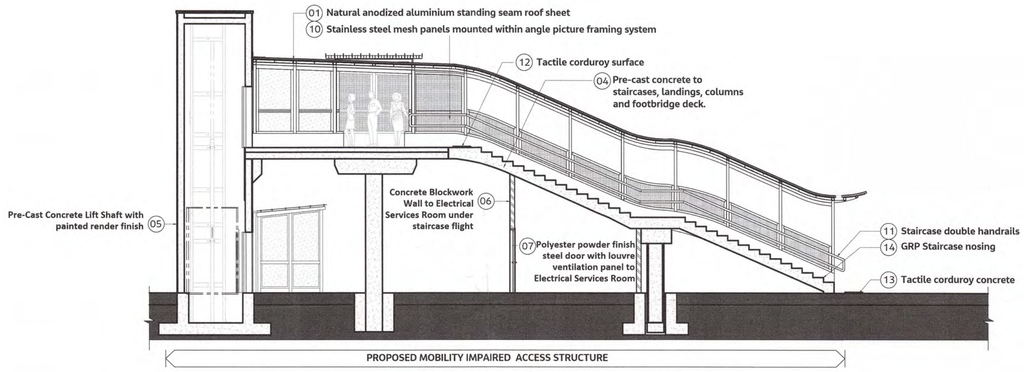

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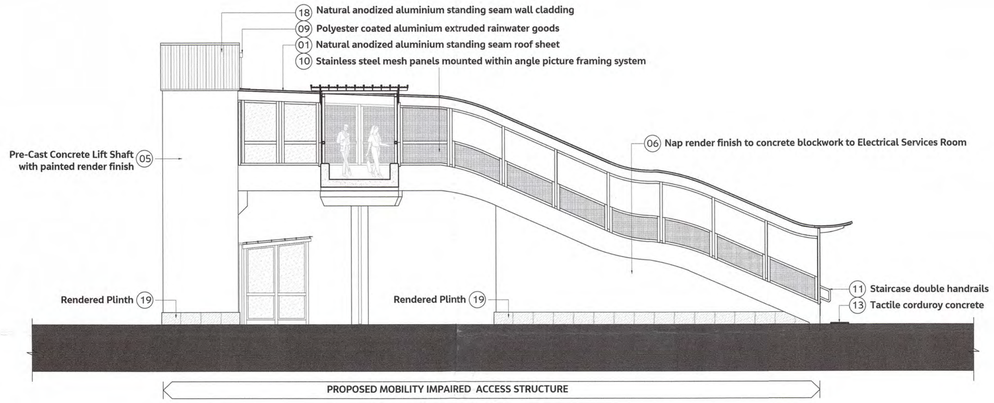
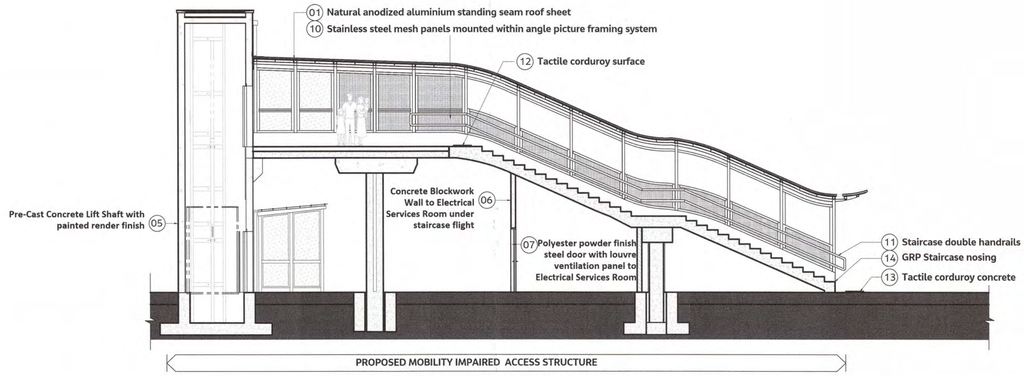


Section S4



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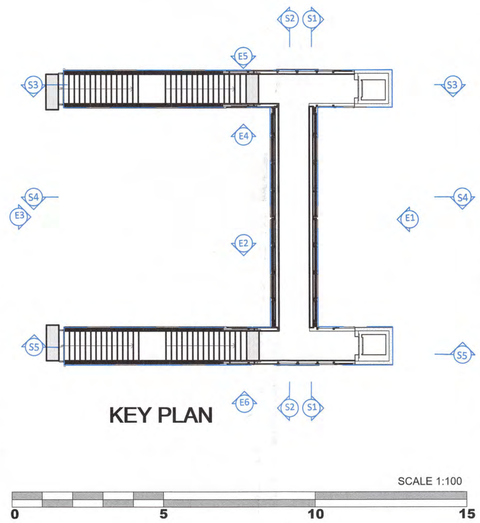

KEY PLAN

SCALE 1:100

0 5 10 15

P02	25.07.2022	ISSUED FOR PLANNING	HB	SF	AS	JLT
P01	23.06.2022	PRELIMINARY	HB	RD	AS	JLT
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Client: Iarnród Éireann Irish Rail

Project: 7483 Lot 1 - Station Accessibility

Drawing title: Arklow Railway Station
Proposed Mobility Impaired Access Structure
SECTIONS

Drawing status: ISSUED FOR PLANNING

Scale	1:100 @ A1	DO NOT SCALE	
Jacobs No.	D3483800	Rev	P02
Client no.	7483		

Drawing number: D3483800-JAC-ARC-ARKL_ZZ-DR-Z-0204