

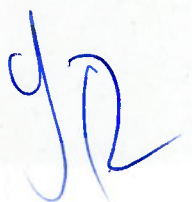
Fifteenth Schedule

Reasoned Conclusion

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

Population and Human Health:

- The construction and operation of MetroLink will provide a high-frequency, high-capacity metro railway between Estuary and Charlemont that will have a long-term positive impact on population and human health in that it will aid in improving sustainable connectivity, support compact growth, reduce transport congestion and emissions, and reduce reliance on private vehicle trips, with consequent reductions in vehicle emissions, thus assisting in the delivery of climate change goals.
- Significant, permanent adverse impacts in respect of the compulsory acquisition of occupied housing at a number of locations and demolition of the Markiewicz Leisure Centre at Townsend Street, Dublin 2.
- Significant, temporary adverse impacts on population during construction, arising from airborne and groundborne noise and vibration, dust and traffic disruption. These will be mitigated through compliance with a Construction Environmental Management Plan, a Construction Noise and Vibration Management Plan, and best practice construction methods. Noise mitigation, including temporary rehousing as necessary, will be offered to eligible owners/occupiers where the construction is predicted to give rise to airborne construction noise level that exceeds specified parameters.
- Significant, temporary and permanent adverse impacts arising from loss of playing pitches.
- Significant, temporary adverse impact on population during construction, arising from closure of the southwestern commuter rail line for a period of 5 months.



Biodiversity:

- Significant, permanent adverse impacts on biodiversity during construction, arising from loss of Local Importance (Higher Value) habitat, including cumulative impacts arising from the loss of similar habitat as part of other developments, and the permanent loss of suitable Yellowhammer breeding habitat.

Land, Soils, Water, Air and Climate:

- Land Take and Agronomy: Significant, very significant and profound adverse impacts on a number of property owners affected by compulsory acquisition, which will not be mitigated other than through the payment of compensation and a commitment from the applicant in respect of engagement and assistance.
- Soils and Geology: The potential for significant adverse impacts on soils and geology can be avoided, managed and/or mitigated by measures that form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. The Commission is therefore satisfied that the proposed development would not have any unacceptable direct, indirect or cumulative impacts on soils and geology.
- Water: The potential for significant adverse impacts on water can be avoided, managed and/or mitigated by measures that form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. The Commission is therefore satisfied that the proposed development would not have any unacceptable direct, indirect or cumulative impacts on water and can be constructed and operated without negatively affecting the Water Framework Directive status of any groundwater or surface water body and would not prejudice or undermine any ongoing or future efforts to improve the Water Framework Directive status of the relevant waterbodies.
- Air and Climate: The potential for significant adverse impacts on air and climate can be avoided, managed and/or mitigated by measures that form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. The Commission is therefore satisfied that the proposed development would not have any unacceptable direct, indirect or cumulative impacts on air and climate.

JR

- **Airborne Noise and Vibration:** In view of the nature and scale of construction works required to build MetroLink and, taken together with the urban and developed neighbourhoods through which it routes, there is a high level of noise that is unavoidable, at certain locations and at points of the construction programme. There is a likelihood of significant residual adverse noise impacts in each of Area AZ1, AZ2, AZ3 and AZ4 at various stages of construction. The applicant proposes the erection of enhanced site hoardings at multiple construction site locations, which will attenuate noise to a certain degree, and in locations where noise levels remain above specified thresholds for extended periods, there will be access to additional mitigation under a Noise Mitigation Policy.
- **Groundborne Noise and Vibration:** Due to the nature of tunnelling with a Tunnel Boring Machine, unavoidable temporary adverse significant groundborne noise impacts are likely on all receptors within 65-75 metres of the tunnel centreline in areas where Tunnel Boring Machine tunnelling will take place (i.e. areas AZ2 and AZ4). The Commission notes that any one receptor is likely to experience these impacts for circa 2 weeks. Temporary adverse significant residual groundborne noise impacts are also likely for some receptors during mechanical excavation of station boxes at Glasnevin, Mater, Tara and Charlemont Stations and the Commission is satisfied that these impacts cannot be avoided or mitigated due to the nature of groundborne noise, the extent and depth of the required excavations and the proximity to receptors, all of which are necessary to deliver a metro system within an urban environment.
- **Electromagnetism and Stray Current:** The potential for significant adverse impacts can be avoided, managed and/or mitigated by measures that form part of the proposed scheme, the proposed mitigation measures and through suitable conditions. The Commission is therefore satisfied that the proposed development would not have any unacceptable direct, indirect or cumulative impacts on sensitive receptors.

Material Assets, Cultural Heritage and the Landscape

- **Material Assets:** In view of the primarily subterranean nature of the project, that requires very substantial excavation as part of tunnelling and station

construction, the generation of large amounts of spoil that requires disposal is unavoidable. The applicant's approach to mitigating impacts on landfill capacity accords with the circular economy model, by seeking to minimise the amount of material requiring disposal in this manner by seeking to have classified as a by-product (which can be reused) or by disposing of material to a soil recovery facility. Notwithstanding this, there is a likelihood of a significant adverse impact on national landfill capacity during construction, where the amount of excavated material requiring disposal to landfill is predicted to reduce overall national landfill capacity by 1-5 percent.

○ Traffic and Transportation:

- During the construction phase, The Commission considers that there will be a range of short-term significant residual negative impacts in assessment zone areas AZ1, AZ2 and AZ3 due primarily to the very substantial number of Heavy Goods Vehicle movements associated with the proposed development and the temporary traffic management measures associated with the construction of the alignment and stations and movement of construction vehicles. There will also be short-term significant negative impacts on the western and southwestern commuter rail lines, due to the need for temporary closure to facilitate track lowering at Glasnevin Station.
- In the operational phase, The Commission considers that there will be a range of long-term positive impacts, including significant and profound impacts, due to improvements to public transport and the potential for greater interchange opportunities. This will include significant positive cumulative impacts with other transport projects such as BusConnects and DART+. The Commission considers that there is potential for residual negative impacts on pedestrian comfort levels at certain stations, which will require monitoring in the operational phase and engagement with local authorities to determine if street furniture placement and pavement width can be maximised.

JR

○ Heritage:

- Profound adverse impacts on Four Masters Park, its enclosing railings, gates and plinth walls and the Four Masters Cross and Healing Hands Sculpture that lie within the park during the construction phase, arising from the scale of clearance and excavation works proposed and the required presence of construction elements within the park for prolonged periods. Following the completion of construction, the park will be restored to a slightly different alignment and with a reduced area and with enclosing items reinstated (following restoration) and with the Four Masters Cross and Healing Hands sculpture relocated toward the centre of the park.
- Profound adverse impact on the setting and character of the Protected Structure Santry Lodge's gate lodges, gateway and front boundary wall, which are part of the Protected Structure listing, and which are to be demolished during construction. There will also be a very significant impact on Santry Lodge itself, arising from demolition of its gate lodges, gateway and front boundary wall. The applicant proposes to relocate the entrance arrangement, including stone walls, on a new alignment and further proposes to agree details of this relocation, together with wider landscaping, with Fingal County Council prior to the commencement of works in the vicinity of Santry Lodge.
- Very significant adverse impact on the setting and character of the Protected Structure and National Monument at St. Stephen's Green, including enclosing items and surrounding bollards and traditional street lamp-posts, during construction, arising from the scale of clearance and excavation works proposed and the required presence of construction elements within the park for prolonged periods. Following the completion of construction, the applicant proposes to restore the Green, including restoration of enclosing itself and relocation of the Wolfe Tone Sculpture and Famine Memorial. The restored Green will contain station elements, and the restoration landscaping strategy will have a limited effect in addressing the overall impact of construction for a period of at least a



number of years. The impact for the operational phase will therefore remain at the level of very significant.

- Very significant adverse impact on architectural heritage at O'Connell Street Upper, arising from proposed demolition works between Numbers 43-58 O'Connell Street Upper that includes demolition within the curtilage of a Protected Structure. Construction of O'Connell Street Station may take place in one of two scenarios (in tandem with or without oversite development) and in circumstances where station construction takes place ahead of oversite development, the applicant proposes to prop and retain all of the O'Connell Street facades.
- Very significant adverse impact on the setting and character of the Protected Structure Carroll's Building at 2 Grand Parade, Dublin 6 during the operational phase, arising from the construction of a stairwell and passenger lift to the front of the building. The Commission accepts that these structures are required in their proposed locations, in order to provide for connectivity between the Luas Green Line and MetroLink at Charlemont.
- Significant adverse impact on Lissenhall Bridge, a Protected Structure and National Monument, during operation, arising from the construction of an elevated viaduct over the Broadmeadow River.
- Significant adverse impacts on Hedigans Public House (also known as the Brian Boru pub) at Prospect Road, Glasnevin, Dublin 9, and the Cross Guns Railway Tunnel, both of which will be demolished during construction. Regarding the Brian Boru pub, following multiple submissions on the loss of this community asset, the applicant proposes to engage with the pub owners to integrate or reference an element of the pub into the design of the proposed Glasnevin Station.
- Significant adverse impact on Our Lady of Victories Church, Ballymun Road, Dublin 9 during construction, arising from the scale of excavation works proposed and the required presence of construction elements within the church forecourt for prolonged periods. Following the

g12

completion of construction, the applicant proposes to reinstate and landscape the church forecourt.

○ Landscape:

- Significant adverse landscape and visual impacts at various locations in alignment areas AZ1, AZ3 and in AZ4 at Collins Avenue Station, Albert College Park Intervention Shaft, Mater Station, O'Connell Street Station, and St. Stephen's Green Station for both construction and operational phases. Griffith Park Station and Glasnevin Station during the construction phase, related to the extent of clearance, demolition and (in some cases) demolition works required and the presence of large items of plant and machinery on construction sites for prolonged periods.
- Significant cumulative adverse landscape and visual impacts during construction, associated with the BusConnects Swords to Dublin City Centre and Ballymun/Finglas to Dublin City Centre Bus Corridor Schemes, the R132 Connectivity Project and at Glasnevin, O'Connell Street and Tara, associated with largescale developments in close proximity to the station's sites.
- Significant cumulative positive landscape and visual impacts in the operational phase in Area AZ1 associated with completion of both MetroLink and the R132 Connectivity Project, and in Area AZ4 at O'Connell Street associated with the oversite Dublin Central GP Limited development.

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

JP