IN THE MATTER OF AN APPLICATION TO

AN BORD PLEANALA

For Approval of the Railway (Metrolink – Estuary to Charlemont via Dublin Airport) Order [2022]

ABP-314724-22

ORAL HEARING

Schedule of Errata

19th February 2024

MetroLink Oral Hearing –

Schedule of Errata

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
1.	Chapter 11 of the EIAR (Population and Land Use chapter)	Row 4C of Table 11.64	139	Table 11.64 refers to a replacement facility to the Markievicz Leisure Centre at Sean Moore Park in Ringsend as a mitigation measure and takes it into account in the impact rating. Row 4C states: "The Leisure Centre will be demolished as a result of land take at Tara Station. Negative, significant, permanent. However, TII have committed to fund the re-provision of a sports centre at Ringsend which has been agreed with DCC, reducing the impacts to negative, slight, permanent".	TII has no control over the delivery of any leisure facility at Sean Moore Park. This is a development which if brought forward will be developed by DCC and will be the subject of an entirely separate consenting application. ABP should **not** take it into account as a mitigation measure and to do so was an error. The corrected Row 4C should state: "The Leisure Centre will be demolished as a result of land take at Tara Station. Negative, significant, permanent."
2.	EIAR Non-Technical Summary	1.1	1	Text refers to 2060 Headway – "This can rise to a service every 90/100 seconds by 2060 if required."	Correct 2060 to 2065.
3.	EIAR Appendix A9.5 Scheme Traffic Management Plan	5.2.5.2, 5.2.6.3.2, 5.2.5.2	379; 387; 388; 389; 470; 471	Six TTM drawings show roundabout scenario on the R132 during the northern 'cross-over': • ML1-JAI-CRO-SC01_GF-DR-Y-00023 - R132 North Crossing Utilities • ML1-JAI-CRO-MS02_GF-DR-Y-00003 - R132 Diversion at Chainage Ph1 • ML1-JAI-CRO-MS02_GF-DR-Y-00002 - R132 Diversion at Chainage Ph2 • ML1-JAI-CRO-SC01_GF-DR-Y-00024 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.1	Drawings updated to show signalised scenario with R132 Connectivity Study in place, and updated associated impacts on traffic. Please refer to Appendix 1: R132 North Crossing Impacts

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				• ML1-JAI-CRO-SC01_GF-DR-Y-00025 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.2 • ML1-JAI-CRO-SC01_GF-DR-Y-00026 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.3	
4.	Railway Order Plans/ Drawings	Utility Drawings Utility Diversions Book 1 of 4 Fingal County Council	52	GDD Utility Drawing ML1-JAI-URD-ROUT_XX-DR-Y-01050 Drawing updated to show latest Uisce Éireann GDD Alignment	Please refer to Drawing ML1-JAI-URD-ROUT_XX-DR-Y-01050 in the Book of Updated Railway Order Drawings
5.	Railway Order Plans/ Drawings	Property Drawings Property Details Book 2 of 2 Dublin City Council	19	Glasnevin Property Drawing ML-P 304 5-6_130224 Submitted RO drawing included two small land parcels not now required.	Please refer to Drawing ML-P 304 5-6_130224 in the Book of Updated Railway Order Drawings
6.	Railway Order Plans/ Drawings	Structures Drawings Structures Details Book 2 of 3 MetroLink Stations Dublin City Council	54	Charlemont Structure Drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02090 Width of PRM drop-off was incorrect.	Please refer to Drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02090 in the Book of Updated Railway Order Drawings
7.	EIAR Chapter 4 Description of the Project	Section 4.12.9	53	Table 4.8 Indicative Location of Fencing and Boundary Treatments – table does not match proposed fence types on Alignment drawings and EIAR assessment.	This table has been updated to match the proposed fence types shown on the RO Alignment drawings and as assessed in the EIAR. The updated table is presented in Appendix 2.
8.	EIAR Appendix A5.17 Building Damage Report	Table 5.2	55	Table 5.2 incorrect settlement results stated for 10 properties.	Updated table items provided in Appendix 3.
9.	EIAR Chapter 9 Traffic and Transport	9.6.1.2.1.1, 9.6.1.2.1.2	98 and 104; 107 and 113	Incorrect Junction Layout Used at R132/L2300/L2305 Junction (Airside Junction) due to incorrect coding of exits.	A corrected model has been prepared, with results presented in Appendix 4 Chapter 9 Traffic and Transport Erratum.

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10.	EIAR Chapter 9 Traffic and Transport	9.6.1.2.4.5	170 and 171	Incorrect baseline parking numbers used during analysis around Collins Avenue	A review of available parking numbers in the area has been conducted. Updated assessment results are available within Appendix 4 Chapter 9 Erratum
11.	EIAR Volume 4 Figures	Figures 9.30 - 9.35	N/A	The figure includes model noise and looks confusing to interpret	Model noise filtered out in updated figure and different colour palette used for clarity. Please refer to Appendix 4 Chapter 9 Erratum
12.	Appendix A9.5 Scheme Traffic Management Plan	5.5.6.1.2, 5.5.6.1.3.1	144-146	Incorrect junction layout used at R132/L2300/L2305 Junction (Airside Junction)	A corrected model has been prepared, with results presented in Appendix 4 Chapter 9 Erratum.
13.	Appendix A9.5 Scheme Traffic Management Plan	7.4.6.1 and 7.4.6.3.5, Table 7.37	250	Incorrect baseline parking numbers used during analysis around Collins Avenue	A review of available parking numbers in the area has been conducted. Updated assessment results are available within Appendix 4 Chapter 9 Erratum
14.	Appendix A9.5 Scheme Traffic Management Plan	7.4.6.3.6	257	Correction to Impact on Schools at Collins Avenue Station	Please refer to clarification presented in Appendix 4 Chapter 9 Erratum
15.	EIAR Chapter 9 Traffic and Transport	9.5.2.3	59 onwards	Incorrect Diagram Numbers. An error occurred when inserting diagrams and their labels into the EIAR	Please refer to clarification presented in Appendix 4 Chapter 9 Erratum
16.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.1.1	30	Update to paragraph three.	Update to third paragraph, with additional words shown in red, and deleted words in red strikethrough: As no significant impacts are predicted for the Woodies building ~~to~~ from this activity within the geographical area of AZ1, there are no predicted to be any significant impacts for any other buildings within AZ1 from secant piling.
17.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.1.1	30	The Mechanical Excavation of Seatown Station has not been included.	Assessment summary available in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 8. Additional paragraph after third paragraph as follows: The excavation of the station box at Seatown Station is a source of potential groundborne noise and vibration. The closest receptors to the Seatown Station are the Hertz building, located

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					approximately 6 m east of the station, and Kids Inc. a Childrens Nursery location approximately 65 m south of the station. Groundborne noise from the mechanical excavation of Seatown station has been calculated to be 24 dB L_{ASmax} at Kids Inc. This is below the threshold of 40 dB for Schools, indicating no significant effect. The assessment of vibration from piling for Woodies homeware states that there would be no significant impacts to people within the building. As both Hertz and Kids Inc. are located at greater distances than Woodies Homeware then construction vibration within these buildings will be of a lower level, and will also therefore be not-significant. Vibration from piling would be at a higher level than any other construction activity at Seatown station, indicating no significant effect from vibration.
18.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.1.1	30	The assessment of Mechanical Excavation of Seatown Pumping Station has not been included.	Assessment summary available in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 9. Additional paragraph at end of section, before heading 14.4.1.2 as follows: There will also be both mechanical excavation and secant piling occurring at Seatown pumping station, located in the south-west quadrant of the Estuary roundabout at the junction of the R132 with the R125. The closest sensitive receptor to the works is approximately 40m south at Seatown Mews. Groundborne noise during mechanical excavation is predicted to be 32 dB L_{ASmax}, below the 40 dB threshold. Vibration during mechanical excavation is predicted to be 0.012 VDV $ms^{-1.75}$, below the threshold of 0.8 $ms^{-1.75}$. As previously described, vibration from secant piling at receptors that are closer to piling works is predicted to be below thresholds of significance, and so there is no potential significant effect during secant piling.

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19.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.1.10	41	The locations where the threshold is predicted to be exceeded during blasting has not been presented clearly.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 7. Update to final sentence of first paragraph underneath Table 14.34 as follows with additional text highlighted in red: The threshold of 8 mm/s PPV is also predicted to be exceeded at Dublin Fire Brigade HQ and also within the new oversite development at Charlemont Station and receptors at Dartmouth Road and Dartmouth Square West.
20.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.2.1.1	44	Table 14.37 is missing two non-residential receptors with significant operational noise effects.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 10. Update to Table 14.37 to include seven additional rows summarising significant effects at two non-residential receptors in AZ1. Updated table is available in Appendix 5.
21.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.2.1.1	44	Discussion of exceedance of GBN threshold shown in Table 14.37 during operation at Woodies DIY is missing after Table.	Add paragraph under Table 14.37 as follows: An exceedance of the 45 dB threshold is predicted at Woodies DIY. As indicated in Figure 14.6 the predicted level of 46 dB is at the closest corner of the building to the Metrolink, with the majority of the building outside of the 45 dB contour.
22.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.2.6.1	47	Table 14.43 is missing twenty residential receptors with significant operational GB noise effects.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 10. Update to Table 14.43 to include seven additional rows summarising significant effects at twenty residential receptors in AZ4. Updated table is available in Appendix 5 Chapter 14 GBNV Addendum
23.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.2.6.1	47	Summary of impacts at receptors in Table 14.43 needs updating to reflect updated table.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 10. Update passage under Table 14.43 as follows, with additional words shown in red, and deleted

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					words in red strikethrough: There are ~~no~~ exceedances predicted of the groundborne noise threshold for twenty residential receptors in the geographical area of AZ4.
24.	EIAR Chapter 14 Groundborne Noise and Vibration	14.5.1.2	52-53	Additional receptors to be added to list of receptor where preconstruction condition surveys will be carried out ahead of blasting.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 7. Update following passage with additional text added in red: Notwithstanding the implementation of the above measures, potential significant impacts have been identified at sixteen receptors where preconstruction condition surveys will be undertaken, and any required pre-construction repair work identified and undertaken. The receptors identified in Section 14.4 are listed: * Our Lady Queen of Heaven Church; * St Joseph Church * 42 O'Connell Street * Dublin Fire Brigade HQ; * Charlemont station new oversite development * 11 to 16 Dartmouth Square West * 19A Dartmouth Road * 19-25 Dartmouth Road * 33 and 34 Dartmouth Road
25.	EIAR Chapter 14 Groundborne Noise and Vibration	14.5.2	54	Incorrect notation for thresholds in final column of Table 14.47.	Correction of notation for VCD-E to VC-E in the final column of Table 14.47.
26.	EIAR Chapter 14 Groundborne Noise and Vibration	14.5.2	54	Incorrect Threshold to be met entered into row 6 of Table 14.47 for National Museums & National Gallery, reads VC-E, should read VC-A.	Update of Table 14.47, row 6 final column change from VCD-E to VC-A for National Museum & National Gallery.
27.	EIAR Chapter 14 Groundborne Noise and Vibration	14.5.2	54	Additional sections of track support measures will be needed to be added to Table 14.47	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 10. Updated rows needed for Table 14.47 as shown in Appendix 5 Chapter 14 GBNV Addendum Section 7.

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28.	EIAR Chapter 14 Groundborne Noise and Vibration	14.6.1.1	57	Incorrect reporting of significant impact for vibration during TBM passage	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 6. Removal of line from Table 14.49 that indicates a significant residual impact for Vibration (human response) at National Concert Hall.
29.	EIAR Chapter 14 Groundborne Noise and Vibration	14.6.1.2	58	Not all residual significant impacts are listed in Table 14.50 summary of Residual impacts during Mechanical Excavation in AZ4.	Additional lines of residual impacts needed in Table 14.50. Updated table is available in Section 3 of the Appendix 5 Chapter 14 GBNV Addendum .
30.	EIAR Chapter 14 Groundborne Noise and Vibration	14.6.2.2	60	Incorrect reporting of significant impact for vibration during Operation at National Museum and National Gallery Hall in Table 14.54.	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 6. Removal of line from Table 14.54 that indicates a significant residual impact for Groundborne Noise and Vibration (human response) at National Museum and National Gallery.
31.	EIAR Chapter 14 Groundborne Noise and Vibration	n/a	Page 6	Groundborne Noise contours for passage of TBM between Abbey Street Lower and Tara Station are not shown correctly.	Update/replacement of Page 6 of Figure 14.2. Please refer to Appendix 12 Updated and Additional GBNV Figures.
32.	EIAR Chapter 14 Groundborne Noise and Vibration	n/a	all pages	Title of Figure is not correct	Change Title from "Vibration from Mechanical Excavation" to "Groundborne Noise from Mechanical Excavation".
33.	EIAR Chapter 14 Groundborne Noise and Vibration	n/a	Page 1	Additional contours for Groundborne noise added for Seatown Station.	Update to page of Figure 14.2, adding groundborne noise contours for mechanical excavation of Seatown Station. Please refer to Appendix 12 Updated and Additional GBNV Figures.
34.	EIAR Chapter 14 Groundborne Noise and Vibration	n/a	n/a	Additional Figure, adding groundborne noise contours for the mechanical excavation of the intervention tunnels.	Additional Figure, adding groundborne noise contours for the mechanical excavation of the intervention tunnels. Please refer to Appendix 12 Updated and Additional GBNV Figures.
35.	EIAR Chapter 14 Groundborne Noise and Vibration	new 14.4.10	107-114	Missing results for groundborne noise during mechanical excavation of the Intervention tunnels	Additional Table of results added into Appendix 14.5 at Section 14.4.10. This is presented in Appendix 11 of this document.

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36.	EIAR Chapter 14 Groundborne Noise and Vibration	14.4.6 & 14.4.7	87-90	Updated results for thirty Receptors during TBM passage due to update of noise contours (see Figure 14.2 page)	Updated Table of results included in Section 5 of addendum, and updated within Appendix 14.5 version 2 in Section 14.4.6 and 14.4.7. This is presented in Appendix 11 of this document.
37.	EIAR Chapter 14 Groundborne Noise and Vibration	n/a	n/a	Additional Figure, showing proposed locations for Floating Slab Track	Additional Figure, showing proposed locations for Floating Slab Track. Please refer to Appendix 12 Updated and Additional GBNV Figures.
38.	EIAR Chapter 17 Climate	17.5.3.1	37	60 years referred to in chapter as maintenance period for embodied carbon. Text states 'The proposed Project is expected to have an operational lifespan of 60 years. The predicted GHG emissions from the maintenance of the materials which were used during construction can be averaged over the full lifespan of the proposed Project to give the predicted annual emissions to allow for direct comparison with annual emissions and targets. These emissions are referred to as maintenance phase emissions and they have been included in the Construction Phase embodied carbon calculations as they relate to construction materials."	Data modelled for 80 years of maintenance. Corrected text: 'The proposed Project is expected to have an operational lifespan of 80 years. The predicted GHG emissions from the maintenance of the materials which were used during construction can be averaged over the full lifespan of the proposed Project to give the predicted annual emissions to allow for direct comparison with annual emissions and targets. These emissions are referred to as maintenance phase emissions and they have been included in the Construction Phase embodied carbon calculations as they relate to construction materials."
39.	EIAR Chapter 17 Climate	17.3.4.1.1	14	Waste Assessment within Embodied Carbon Tool: Soil to be sent to landfill was incorrectly assigned as reused off site within the carbon tool.	Due to an error within the old carbon tool (since updated) the factor applied is approx. double the factor that would have been applied if the waste had been sent to landfill and therefore the incorrect factor is conservative. This will not affect significance.
40.	Appendix 20.8, Land Contamination Interpretive Report	Appendix D Table D5	159	Text error for potential source C99C	The text currently states that the former railway yard where creosote application occurred will be affected by the proposed Project. This potential contamination source is on the opposite side of the Royal Canal than stated in the document, and around 50m from the Works Area, and will not be directly disturbed

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41.	EIAR Volume 4 Figure 20.13		Sheets 3 & 4 of 7	Soil residential assessment criteria in AZ3 presented as exceeding in most locations in the Figure. This is due to an error in reading the data (has included non-detects where LoD is above the assessment criteria).	For AZ3 area soil residential assessment criteria only exceeded in 3 locations (NBH08, NBH73, ABH19).
42.	EIAR Chapter 23 Agronomy	23.1	1	Update to 23.1 Introduction: 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 (i.e., the EIA Directive) (European Union, 2014a).	Directive 2014/52/EU of the European Parliament and of the Council of 16 April amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive).
43.	EIAR Chapter 23 Agronomy	23.1 Diagram Systems testing & commissioning second bullet	Page 4	Format	Commissioning in bold
44.	EIAR Chapter 23 Agronomy	23.2.2 Relevant Guidelines, Policy and Legislation	Page 6	Update to Guidelines listed at the 3rd bullet point	Guidelines on the information to be Contained in Environmental Impact Assessment Reports (EPA 2022)
45.	EIAR Chapter 23 Agronomy	23.13 Table - Final Column Row 1	Page 24	Format	✓ instead of box
46.	EIAR Chapter 23 Agronomy	23.15 Table - Under the two Impacts columns	Page 33	Format	✓ instead of box
47.	EIAR Chapter 26 Architectural Heritage	Table 26.8	15	Incorrect evaluation	The evaluation of BH-4 Lissenhall bridge should be 1+, not 1
48.	EIAR Chapter 26 Architectural Heritage	Table 26.16	27	Incorrect evaluation	The description of BH-45 Railway bridge at Prospect Cemetery should read "Concrete beam bridge with stone abutments."

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49.	EIAR Chapter 26 Architectural Heritage	Table 26.32	94	Incorrect baseline rating	Baseline rating of AHI-6, BH-4 Lissenhall Bridge should be "Very high"
50.	EIAR Chapter 26 Architectural Heritage	Table 26.32	94	Incorrect reference number	Reference number of BH-3 Balheary Bridge should be BH-5
51.	EIAR Chapter 26 Architectural Heritage	Table 26.33	94	Incorrect baseline rating	Baseline rating of AHI-8, BH-4 Lissenhall Bridge should be "Very high"
52.	EIAR Chapter 26 Architectural Heritage	Table 26.33	94	Incorrect reference number	Reference number of BH-3 Balheary Bridge should be BH-5
53.	EIAR Chapter 26 Architectural Heritage	Table 26.34	95	Incorrect baseline rating	Baseline rating of AHI-10, BH-4 Lissenhall Bridge should be "Very high"
54.	EIAR Chapter 26 Architectural Heritage	Table 26.34	95	Incorrect reference number	Reference number of BH-3 Balheary Bridge should be BH-5
55.	EIAR Chapter 26 Architectural Heritage	Table 26.49	106	Baseline rating is incorrect	Impact AHI-39, BH-42: Baseline rating to be changed from High to Low. Significance of effect to be "moderate" and at the end of the final column, overleaf on page 107, the words "very significant" to change to "moderate".
56.	EIAR Chapter 26 Architectural Heritage	Table 26.50	107	Magnitude of impact is incorrect	AHI-43, BH-37: The magnitude of impact to be changed from "moderate" to "medium".
57.	EIAR Chapter 26 Architectural Heritage	Table 26.55	119	Significance of effect is incorrect	AHI-74, BH-285: Significance of effect should be "Moderate" and the last word in the Impact Assessment Prior to Mitigation column should be changed from "slight" to "moderate".
58.	EIAR Chapter 26 Architectural Heritage	Table 26.55	119	Additional text needed to clarify intended works	The final column, Impact Assessment Prior to Mitigation, is to begin with the words "The northern end of Moore Lane, as far as O'Rahilly Parade, is to be used as a haulage route ..."
59.	EIAR Chapter 26 Architectural Heritage	Table 26.55	119-120	The last five rows in the table are to be deleted as the works described are not part of the proposed project	Delete the last five rows relating to Impact References AHI-75 to AHI-79.
60.	EIAR Chapter 26 Architectural Heritage	Table 26.56	120	Potential impact has been entered twice.	The first row in the table relating to impact AHI-80 is to be deleted as the potential has been included above under reference AHI-62.

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61.	EIAR Chapter 26 Architectural Heritage	Table 26.63	129	Incorrect table heading	Table heading should be Operation at Charlemont Station, not Construction
62.	EIAR Chapter 26 Architectural Heritage	Table 26.66	132	Impact is missing	Under impact reference AHI-3 in the "Mitigation measures" column, add "The impact following construction would be slight".
63.	EIAR Chapter 26 Architectural Heritage	Table 26.66	132	Impact is missing	Under impact reference AHI-4 in the "Mitigation measures" column, add "The impact following construction would be slight".
64.	EIAR Chapter 26 Architectural Heritage	Table 26.66	132	Impact is missing	Under impact reference AHI-5 in the "Mitigation measures" column, add "The impact following construction would be very significant".
65.	EIAR Chapter 26 Architectural Heritage	Table 26.66	133	Impact is missing	Under impact reference AHI-15 in the "Mitigation measures" column, add "The impact following construction would be not significant".
66.	EIAR Chapter 26 Architectural Heritage	Table 26.66	134	Impact is missing	Under impact reference AHI-28 in the "Mitigation measures" column, add "The impact following construction will be moderate".
67.	EIAR Chapter 26 Architectural Heritage	Table 26.66	138	Row is missing	Add new row after AHI-54 to read as follows: Impact reference: AHI-55. Affected feature: BH-79: Granite kerbing outside 39 to 43 Eccles Street Mitigation measures: The kerbing is to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA. On completion of the construction of the station the kerbing is to be returned to its original location and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to slight following mitigation.
68.	EIAR Chapter 26 Architectural Heritage	Table 26.66	138	Row is missing	Add new row after AHI-55 to read as follows: Impact reference: AHI-56. Affected feature: BH-80: Coal cellars and coalhole covers on Eccles Street Mitigation measures: The works will avoid the use of heavy machinery over the cellars and works to

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					lift the paving will be carried out in such a way as to avoid damage to the vaulting of the cellars. The coalhole covers and their granite flagstones are to be lifted and removed to a place of secure storage in accordance with a conservation method statement to be provided by the PCA. On completion of the construction of the station the coalhole covers and their granite flagstones are to be returned to the site and replaced in their original locations and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA. The impact would decrease to slight following mitigation.
69.	EIAR Chapter 26 Architectural Heritage	Table 26.66	138	Impact is missing	Under impact reference AHI-57 in the "Mitigation measures" column, add "The impact following construction will decrease to imperceptible".
70.	EIAR Chapter 26 Architectural Heritage	Table 26.66	138	Impact is missing	Under impact reference AHI-59 in the "Mitigation measures" column, add "The impact following construction will decrease to imperceptible".
71.	EIAR Chapter 26 Architectural Heritage	Table 26.66	138	Impact is missing	Under impact reference AHI-61 in the "Mitigation measures" column, add "The impact will be imperceptible."
72.	EIAR Chapter 26 Architectural Heritage	Table 26.66	139	Incorrect phraseology	Under impact reference AHI-65 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
73.	EIAR Chapter 26 Architectural Heritage	Table 26.66	139	Incorrect phraseology	Under impact reference AHI-66 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
74.	EIAR Chapter 26 Architectural Heritage	Table 26.66	139	Incorrect phraseology	Under impact reference AHI-67 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
75.	EIAR Chapter 26 Architectural Heritage	Table 26.66	140	Incorrect phraseology	Under impact reference AHI-68 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".

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76.	EIAR Chapter 26 Architectural Heritage	Table 26.66	140	Incorrect phraseology	Under impact reference AHI-69 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
77.	EIAR Chapter 26 Architectural Heritage	Table 26.66	140	Incorrect phraseology	Under impact reference AHI-70 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
78.	EIAR Chapter 26 Architectural Heritage	Table 26.66	141	Incorrect impact	Under impact reference AHI-74 the final word in the "Mitigation measures" column is to be amended from "slight" to "moderate".
79.	EIAR Chapter 26 Architectural Heritage	Table 26.66	141	Four columns are to be deleted as there will be no impacts at these locations	Delete the four rows relating to impact references AHI-76, AHI-77, AHI-78 and AHI-79.
80.	EIAR Chapter 26 Architectural Heritage	Table 26.66	143	Affected feature is incorrect	Under impact reference AHI-93 amend the Affected Feature column to read "BH-499, BH500 and BH-509 to BH-517: 39 to 56 St Stephen's Green"
81.	EIAR Chapter 26 Architectural Heritage	Table 26.66	143	Impact is missing	Under impact reference AHI-95 in the "Mitigation measures" column, add "On completion of the works the impact will be not significant."
82.	EIAR Chapter 26 Architectural Heritage	Table 26.66	143	Incorrect BH number	Under impact reference AHI-96 change the BH-number from BH-495 to BH-503.
83.	EIAR Chapter 26 Architectural Heritage	Table 26.66	144	Incorrect phraseology	Under impact reference AHI-100 in the Mitigation measures column, change the final sentence to read "The impact would remain moderate following mitigation."
84.	Chapter 26 EIAR Chapter 26 Architectural Heritage	Table 26.66	144	Impact is missing	Under impact reference AHI-103 in the "Mitigation measures" column, add "The impact would decrease to not significant following construction."
85.	EIAR Chapter 4 Description of the MetroLink Project	4.13.2.2	60	Table 4-9 incorrectly lists the number of ‘Stands’ under 2030 MetroLink Proposals.	Please refer to Appendix 6 which includes an updated table of proposed number of Stands.
86.	Appendix 5.5 Glasnevin Construction Report	Section 2.2	4	Out of date vehicular routing shown	Refer to Appendix 9.5 Figure 7.22. Page 275.

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87.	Appendix 9.5 Scheme Traffic Management Plan	Appendix B, Drawing ML1-JAI-MS16 GF-DR-Y00021	509	Hoarding shown in wrong position	Hoarding re-positioned, Please refer to drawing ML1-JAI-MS16 GF-DR-Y00021 in Appendix 7
88.	EIAR Chapter 5 MetroLink Construction Phase	5.7.6.1.1	73	The description of the Seatown Pumping Station methodology does not refer to the need for mechanical excavation of rock in this location.	Please refer to Appendix 8 Pumping Station Seatown Swords which presents additional assessment of rock excavation on noise and vibration levels in this location.
89.	EIAR Chapter 11 Population and Land Use	11.5.1	80/81	Section 11.5.1, bullet no. 3 (Ch.11 p81) notes that an 'estimated 360,000 people will live within 2km of the alignment in 2030'. This should be qualified to reflect it as being an estimate for the combined Section 4 (A B and C) / AZ4 instead of route-wide.	The text should be updated as follows: *"... within 2km of the alignment in Section 4 in 2030".*
90.	EIAR Chapter 11 Population and Land Use	Table 11.57	111	The table erroneously notes includes the Health Centre by Griffith Park station alongside other receptors which were noted as being acquired and demolished. We understand this to be incorrect.	The impact text should be changed to reflect the associated text on page 125 (bottom of table) for the same facility. This should therefore read: *"Road and footpath closures and diversions on St. Mobhí Road may potentially negatively impact access to service during construction of Griffith Park Station. However, Botanic Avenue and local access roads will remain open; leading to a negative, moderate, medium-term effect. However, mitigation measures including alternative route management will reduce effects to negative, slight and medium-term."*
91.	EIAR Chapter 11 Population and Land Use	11.5.3.5.3	152	An accidental omission. At the end of paragraph one, we say *"to be neutral and imperceptible".*	Updated text should read *"to be neutral, imperceptible and permanent"*.
92.	EIAR Chapter 13 Noise and Vibration	Seatown Station Table 13.41	69	Incorrect ID on table 13.41	Change ID from 5 to 45 and CNL outside of table range, CNL 87 range is 80-85 on table, Install guide walls & piling mat. Please refer to Appendix 9 Chapter 13 Updated Tables

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
93.	EIAR Chapter 13 Noise and Vibration	Fosterstown station table 13.46	74	Table activity labelled incorrect for concrete works	Concrete works activity relabelled to activity: Excavation/Capping beams & propping. Please refer to Appendix 9 Chapter 13 Updated Tables
94.	EIAR Chapter 13 Noise and Vibration	Northwood Portal Table 13.57	86	Table 13.57 missing data for batching plant night works.	Appendix A13.7 activity batching plant night-time impacts missing from Table 13.57. Please refer to Appendix 9 Chapter 13 Updated Tables
95.	EIAR Chapter 13 Noise and Vibration	Griffith Park Station Table 13.61	92	Table 13.61 impacts for night-time batching works grouped for properties with different ratings	Batching plant night-time impacts at locations corrected in Table to align with Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables
96.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	94	Table 13.62: CNT and CLN for Prospect Lodge During Stage 3 works transcribed in error	Table 13.62: update of CNT and CLN for Prospect Lodge During Stage 2 to align with Appendix A17.3. Please refer to Appendix 9 Chapter 13 Updated Tables
97.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	94	Table 13.62: Results for Stage 4 South Station Piling & North - South excavation works at Ground Level missing from EIAR Table	Update of Table 13.62 to include impacts for Stage 4 construction activity. Please refer to Appendix 9 Chapter 13 Updated Tables
98.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	95	Table 13.62. Duplication of results for activity in Table for *South Station Piling & North & South Excavation works below ground*	Table 13.62. Remove duplication of results for activity in Table for *South Station Piling & North & South Excavation works below ground.* Please refer to Appendix 9 Chapter 13 Updated Tables
99.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	95	Table 13.62. Duplication of results for activity in Table for *North and South subway piling works - below ground level*	Table 13.62. Remove duplication of results for activity in Table for *North and South subway piling works - below ground level.* Please refer to Appendix 9 Chapter 13 Updated Tables
100.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	96	Table 13.62. Duplication of results for activity in Table for *North and South subway piling works - below ground level*	Table 13.62. Remove duplication of results for activity in Table for *North and South subway piling works - below ground level.* Please refer to Appendix 9 Chapter 13 Updated Tables
101.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	96	Table 13.62. Duplication of results for activity in Table for *South Station Excavation, ramp construction and concrete works – below ground level*	Table 13.62. Remove duplication of results for activity in Table for *South Station Excavation, ramp construction and concrete works – below ground level.* Please refer to Appendix 9 Chapter 13 Updated Tables

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
102.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	97	Table 13.62. Duplication of results for activity in Table for South *Station Excavation / concrete works, MGWR west dunnel demolition & OHLE piling*	Table 13.62. Remove duplication of results for activity in Table for South *Station Excavation / concrete works, MGWR west dunnel demolition & OHLE piling.* Please refer to Appendix 9 Chapter 13 Updated Tables
103.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	97	Table 13.62. Receptor ID 14 not included for Stage 9 & 10 works	Table 13.62. Update Table to include Receptor ID Under Stage 9&10 to identify as Significant to Very Significant effect. Add 'Downs' to full address,. i.e. Dalcassian Downs. Please refer to Appendix 9 Chapter 13 Updated Tables
104.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	98	Table 13.62. Receptor ID should be updated from ID 13 to ID 13 - 16 for Stage 11 - 13 at Court Apartments	Table 13.62 updated to include receptor IDs 13 - 16 (The Court Apartments) as Significant to Very Significant. Please refer to Appendix 9 Chapter 13 Updated Tables
105.	EIAR Chapter 13 Noise and Vibration	Mater Station Table 13.64	100	Table 13.64: Construction Noise Level (CNL) range quoted is incorrect for Enabling works & Site preparation works at 3 locations	Update Table 13.64 to correct CNL at Receptor ID 6 (Mater Hospital), 18 (5 - 11 Berkeley Road) and 19 (12 - 17 Berkeley Road) to align with Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables
106.	EIAR Chapter 13 Noise and Vibration	Mater Station Table 13.64	100	Table 13.64: Construction Noise Level (CNL) range quoted is incorrect for Station Piling South at Receptor ID 11 (St Josephs Church)	Update Table 13.64 to correct CNL at Receptor ID 11 (St Josephs Church) , from 71 - 80 to 81 - 85 to align with Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables
107.	EIAR Chapter 13 Noise and Vibration	O Connell Street Station, Table 13.65	104 - 105	Table 13.65 results for demolition phase do not align with Appendix A13.7. CNT for specific receivers to be updated to correct thresholds and subsequent impacts	Update Table 13.65 to show all impacted Receiver IDs during demolition phase and corrected CNT and impacts for this phase as per Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables
108.	EIAR Chapter 13 Noise and Vibration	O Connell Street Station, Table 13.65	105	Table 13.65 results for excavation - ground level, CNL for ID 25 (Greeg Court) shows as higher than calculated	Update Table 13.65 to show reduce CNL at receiver ID 25 from 76 to 80 dB to 66 to 70 dB for Excavation - ground level phase, as per Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables
109.	EIAR Chapter 13 Noise and Vibration	Tara Street Station. Table 13.66	106	Table 13.66 - Results and significance of impacts during Demolition missing for number of receptor locations	Update Table 13.66 to include all impacted locations during demolition phase as per Appendix A13.7. Please refer to Appendix 9 Chapter 13 Updated Tables

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
110.	Appendix A13.7	Charlemont Station	17 -28	CNT for receptor ID 61 & 62 (Hines South and East) should be set as 75 dB in line with commercial receptors across the scheme.	Update of CNT & Significance ratings for Receptors R61 & 62 at Charlemont - all phases of work. Relevant sections of Appendix A13.7 updated to reflect, please refer to Appendix 10 of this document.
111.	Appendix A13.7	Charlemont Station	17 -28	Cambridge Terrace incorrectly labelled as Cambridge Square in Appendix 13.7	Appendix A13.7 Updated to reflect correct address as Cambridge Terrace for Receptor IDs 34 – 38. Please refer to Appendix 10 of this document.
112.	Appendix A13.7	Charlemont Station	23 -28	Residual noise levels calculated at Receptors R39 & R40 (32 - 34 Dartmouth Road) assume first floor height of 4m in model. Calculation height should be 6m in line with higher elevation of windows	Update residual calculated noise levels for R39 & R40 at receiver height at 6m included in updated Appendix A13.7 Tables for mitigated scenario with 4m high hoarding. Please refer to Appendix 10 of this document.
113.	Appendix A13.7	Charlemont Station	24	Significance ratings for mitigated scenario of Station Piling Works North, incorrectly presented the same as Station Piling Works South (CNLs are correct)	Update residual (mitigated) significance ratings for Piling Works North for all receivers in updated Appendix A13.7. Please refer to Appendix 10 of this document.
114.	EIAR Chapter 13 Noise and Vibration	Charlemont Station Table 13.68	109 - 112	Table 13.68 - Cambridge Terrace incorrectly labelled as Cambridge Square for receptor IDs 34 - 38	Table 13.68: All reference to Cambridge Square should be taken to read Cambridge Terrace (i.d. Receptor IDs 34 - 38).
115.	EIAR Chapter 13 Noise and Vibration	Charlemont Station Table 13.68	109 - 112	Table 13.68: CNT and Significance ratings for Receptors R30 -62 incorrectly labelled with CNT between 65 and 70 dB. Should be 75 dB in line with commercial buildings for scheme	Table 13.68: CNT and Significance ratings for Receptors R30 -62 Corrected to 75 dB in line with commercial buildings for scheme for all phases of works.
116.	EIAR Chapter 13 Noise and Vibration	Charlemont Station Table 13.68	109 - 112	Table 13.68. Calculated Construction Noise Level (CNL) range incorrectly transcribed into Table for some properties	Table 13.68. Corrected to align correct CNL range to align with Appendix A13.7.
117.	EIAR Chapter 13 Noise and Vibration	Charlemont Station Table 13.68	109 - 112	Table 13.68. South Station excavation works are ground level & batching plant - significance of impacts at 3 properties (R27 -R29) incorrectly described as Significant to Very Significant. Should read Very Significant to Profound	Table 13.68. Updated to include correct significance rating for identified properties for this activity.

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
118.	EIAR Chapter 13 Noise and Vibration	13.5.2.6.7	113	Sentence notes: Figure xx illustrates the location of utility diversion works across the proposed Project. Figure number missing	Correction should state: Utility diversion works across the proposed Project are illustrated in full within the Utilities Diversions Books 1 to 4 under the Railway Order Plans and Drawings Issue.
119.	EIAR Chapter 13 Noise and Vibration	13.6.1.2.4 Table 13.85 Construction Site Hoarding	133	Charlemont Compound 7m hoarding states along North Boundary. This should read East Boundary	7m high boundary to Charlemont Compound in Table 13.85 should read eastern boundary
120.	EIAR Chapter 13 Noise and Vibration	13.7.11 Table 13.86	137	ID 16 and 18 should be included in residual table that trigger potential for TII noise policy. ID 20 is incorrectly labelled as 77-78 Seatown Villas	Table 13.86 Should include ID 16 & 18 for potentially triggering TII noise insulation policy
121.	A18.5 - Flood Risk Assessment	1	10	R132 referred to as 132 under description of Seatown station	Reference should be to the R132
122.	A18.5 - Flood Risk Assessment	2.5	15	Grammer issue. 'To use of sustainable drainage systems to minimise…'	Remove 'of'
123.	A18.5 - Flood Risk Assessment	3.1	16	Grammer issue. ' after Flood Zone B	Remove '
124.	A18.5 - Flood Risk Assessment	3.2	17	CC abbreviation not explained previously in the report	Correction to Fingal County Council (FCC) Dublin CC (DCC).
125.	A18.5 - Flood Risk Assessment	4.2	22	Grammer issue. 'due to a very heavy and prolonged rainfall'	Correction, phase should read 'due to very heavy and prolonged rainfall'
126.	A18.5 - Flood Risk Assessment	4.8	41	Sentence starts in the middle randomly on page 40.	First paragraph on Page 41 is to be deleted - included in error
127.	A18.5 - Flood Risk Assessment	4.11.2	50	Dublin Town Development Plan	Correction: Dublin City Development Plan
128.	A18.5 - Flood Risk Assessment	4.11.2	51	Last sentence has no conclusion	Missing final sentence: "Given the Proposed Scheme is in-tunnel at this location, there is no risk of flooding."
129.	A18.5 - Flood Risk Assessment	5.2.1.1	58	… A from site investigation	Correction: "A Site Investigation"
130.	A18.5 - Flood Risk Assessment	5.4	64	A Stage 3 Assessment will therefore be completed	Correction: A Stage 3 Flood Risk Assessment was completed

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
131.	A18.5 - Flood Risk Assessment	5.4	65	Incorrect Figure referenced in text	Entrance is highlighted in Figure 5.9 not 5.5
132.	A18.5 - Flood Risk Assessment	5.10.1	78	Missing % for 0.1 AEP	Correction: 0.1% AEP
133.	A18.5 - Flood Risk Assessment	7.2.2.1	123	1%, 1% & Climate Change	Correction: 1% AEP, 1% AEP & Climate Change
134.	A18.5 - Flood Risk Assessment	7.5.3.1.2	140	5,75 m3	Correction: 5.75 m3
135.	Chapter 18 Hydrology	18.4.7 Water Body Status and WFD Risk Score	38	Status updates only	Table 18.12 '**Water Body Status and WFD Risk Score (EPA, 2022)**' has been updated to include additional columns for EPA status and WFD Risk for the latest EPA monitoring period (2016-2021). This information was not available at the time of the EIAR completion.
136.	Chapter 18 Hydrology	18.5.3.5 Summary of Impact Assessment	88	Wording in column no. 5 in Table 18.18	Table 18.18 **'Summary of Construction Discharge from Excavated Stations and Associated Work Areas**' Column no. 5 heading which states '*Estimated Discharge (m3/day) prior to any grouting*' should state 'Estimated Discharge (m3/day) to sewer (post mitigation)'.
137.	Chapter 19 Hydrogeology	19.3.2	5	Under paragraph beginning with 'Water resource management....2nd bullet point...wording 'Communities'	Correction: 'Communities' should read 'Union' here, i.e. *European ~~Communities~~ Union Environmental Objectives (Groundwater) (Amendment) Regulations 2016 (S.I. No. 366/2016; European ~~Communities~~ Union Environmental Objectives (Groundwater) (Amendment) Regulations 2022 S.I. No. 287 of 2022.*
138.	Chapter 19 Hydrogeology	19.4.6	33	Status updates only	Table 19.14: '**Groundwater Bodies Crossed by the Proposed Alignment**' has been updated to include additional columns for EPA status and WFD Risk for the latest EPA monitoring period (2016-2021). This information was not available at the time of the EIAR completion.
139.	Chapter 25 Archaeology & Cultural Heritage	Table 25.9	143	Typographical error	ACH194 should read as ACH195

Item No.	EIAR/ NIS/ RO/ Other doc?	Section	Page	Error	Correction
140.	Chapter 25 Archaeology & Cultural Heritage	25.5.1	103	Typographical error	Within the bullet point listing 18 AAPs, the final site 194, is corrected to 195.
141.	Chapter 27 Landscape and Visual	List of Abbreviations	iv	Under list of Acronyms, 'VLA' is incorrect.	'VLA' should read 'VIA'
142.	Chapter 27 Landscape and Visual	Table 27.13: Summary of Landscape Effects - Construction Phase	124 & 125	In top (blue) heading row, penultimate column; 'Mitigation (construction practices - refer to 27.6.2'	'Mitigation (construction practices - refer to 27.6.2' should read 'Mitigation (construction practices - refer to 27.6.1'
143.	Chapter 27 Landscape and Visual	Table 27.14: Summary of Visual Effects - Construction Phase	126 & 127	In top (blue) heading row, penultimate column; 'Mitigation (construction practices - refer to 27.6.2'	'Mitigation (construction practices - refer to 27.6.2' should read 'Mitigation (construction practices - refer to 27.6.1'
144.	Chapter 27 Landscape and Visual	Table 27.15: Summary of Landscape Effects - Operational Phase	128 &129	In top (blue) heading row, penultimate column; 'Mitigation (secondary - refer to 27.6.3, A-J)'	'Mitigation (secondary - refer to 27.6.3, A-J)' should read 'Mitigation (secondary - refer to 27.6.2, A-J)'
145.	Chapter 27 Landscape and Visual	Table 27.16: Summary of Visual Effects - Operational Phase	130 & 131	In top (blue) heading row, penultimate column; 'Mitigation (secondary - refer to 27.6.3, A-J)'	'Mitigation (secondary - refer to 27.6.3, A-J)' should read 'Mitigation (secondary - refer to 27.6.2, A-J)'
146.	Chapter 24 Materials and Waste Management	All	All	EIAR Update to waste assessment assuming Article 27 approval is not granted	Please refer to Appendix 13 Addendum to EIAR Chapter 24.
147.	Planning Report	All	All	Planning Report includes Draft plans which have since been adopted since the lodgement of the RO.	Please refer to Appendix 14 Errata Planning Report
148.	Chapter 24 Materials and Waste Management	All	All	EIAR Update to traffic assessment assuming Article 27 approval is not granted	Please refer to Appendix 15 Traffic Impacts Assessment - SRF

APPENDIX 1

R132 NORTH CROSSING IMPACTS

1 PURPOSE

As part of the preparation for Metrolink Oral hearing, an assessment had to be undertaken of the updated general arrangement images for the R132 North Crossing, to determine whether previous impact assessments and modelling would require updating.

1.1 Sections of STMP and EIAR Referenced

General Arrangement Image	Section of STMP	Section of EIAR
ML1-JAI-CRO-SC01_GF-DR-Y-00023 - R132 North Crossing Utilities	5.2.5.2 - Temporary Traffic Management (TTM) Design - AEW (Utilities)	*No specific mention in EIAR, however STMP is an appendix to EIAR*
ML1-JAI-CRO-MS02_GF-DR-Y-00003 - R132 Diversion at Chainage Ph1	5.2.6.3.2 - Temporary Traffic Management (TTM) - Main Works	
ML1-JAI-CRO-MS02_GF-DR-Y-00002 - R132 Diversion at Chainage Ph2		
ML1-JAI-CRO-SC01_GF-DR-Y-00024 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.1	5.2.5.2 - Temporary Traffic Management (TTM) Design - AEW (Utilities)	
ML1-JAI-CRO-SC01_GF-DR-Y-00025 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.2		
ML1-JAI-CRO-SC01_GF-DR-Y-00026 - R132 Estuary to Seatown Junction North Utility Diversions Ph1.3		

1.2 Updated Sections of STMP

Following the review of the updated general arrangement images and compared against those already in the STMP. Appendix A will need to be updated accordingly. Revised general arrangement images are presented in Appendix A of this note.

1.2.1 *R132 North Crossing Utilities Diversions Phase 1.1*

The temporary traffic management of this part of the R132 will not impact the southbound direction which will have two lanes for general traffic, one bus lane, and a pedestrian footpath. In the northbound direction, there will be two lanes for general traffic, one cycle lane, and a construction area of varying width.

1.2.2 *R132 Diversion at Chainage Phase 1 and Phase 2*

The temporary traffic management for R132 crossing (North), is split into two phases. Phase 1 shows the changes to allow for construction on the western section of the road. For Phase 2 the alignment switches to allow for construction on the eastern section of the road. Both phases lose the central reservation and have a reduced lane capacity of a footpath, cycle lane, bus lane and general traffic lane in each direction with a total road width of 19m.

1.2.3 *R132 Estuary to Seatown Junction North Utility Diversions Phase 1.1, Phase 1.2 and Phase 1.3*

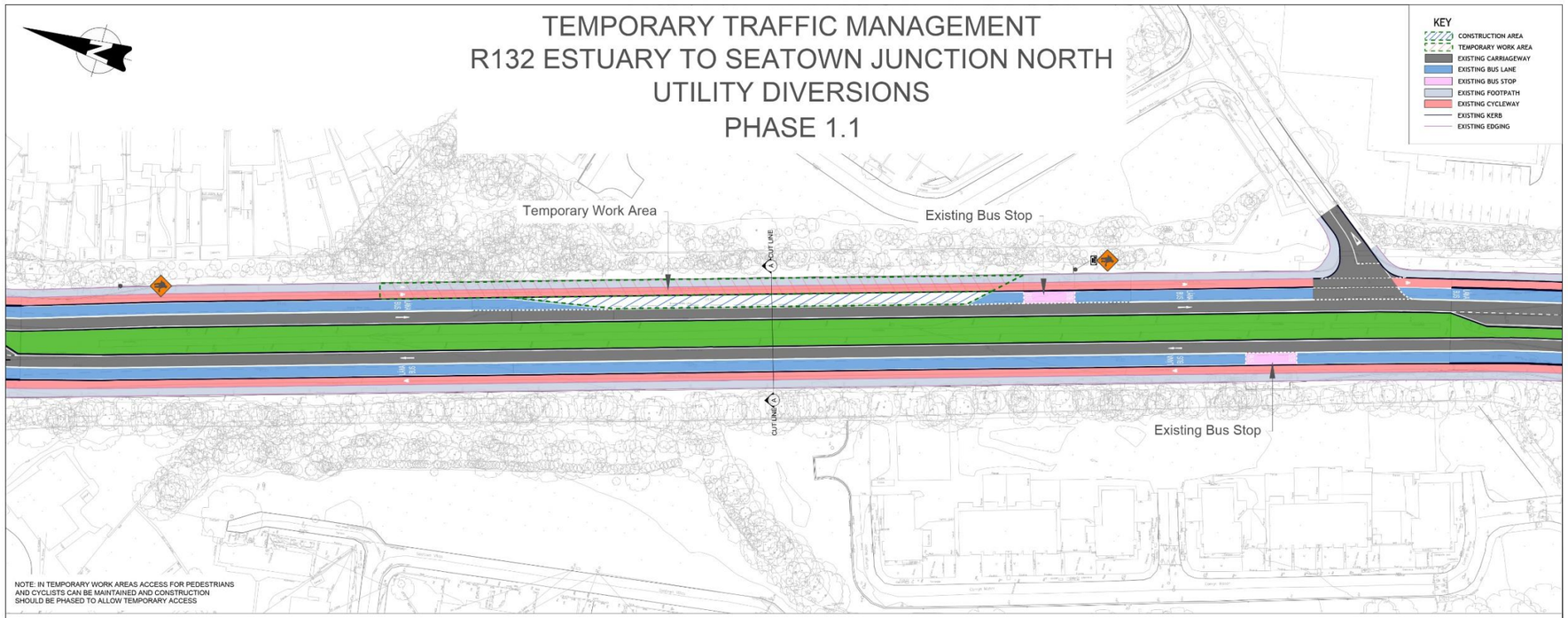
The temporary traffic management here is split into 3 phases. Phase 1 shows a pedestrian footpath, cycle lane and general traffic lane in each direction with a bus lane in the northbound direction, the southbound bus lane will be the temporary construction area for phase 1. During Phase 2, an area of 13.4m wide in the centre of the road layout, will be the construction area, allowing only one general traffic lane, one cycle lane and one pedestrian footpath in each direction. This layout will be the case for approximately 150m. During phase 3, there will be a 6.8m central reservation. In the southbound direction, there will be a lane for general traffic, a bus lane, a cycle lane, and a pedestrian footpath. Northbound, there will be one general traffic lane, a construction area of varying width along with a pedestrian footpath and dedicated cycle lane. The short-term duration of the works at this location keeps the impacts for all road users to a minimum. In general, the impacts of the temporary traffic management remain the same as originally presented in the STMP, despite slight differences in the road layouts.

1.3 **Summary**

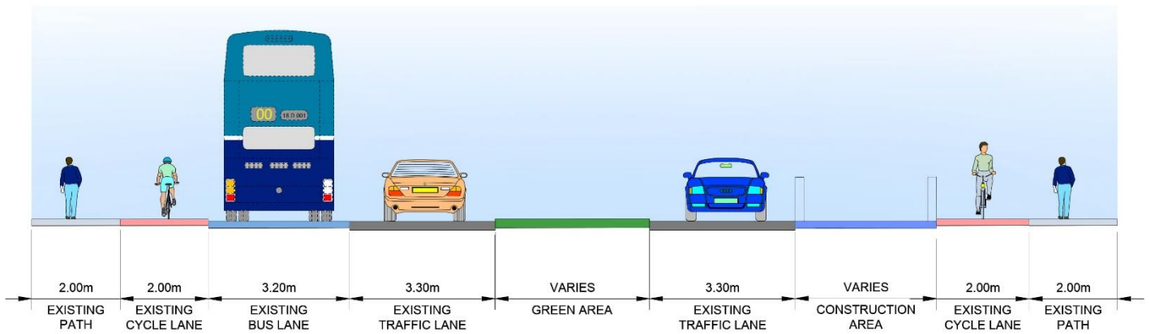
The impacts presented within the STMP and assessed within the EIAR remain as presented and do not need to be changed. Whilst there are examples of lane removals and allocation of road space, the impacts remain the same.

2 **APPENDIX A**

TEMPORARY TRAFFIC MANAGEMENT
R132 ESTUARY TO SEATOWN JUNCTION NORTH
UTILITY DIVERSIONS
PHASE 1.1



TYPICAL CROSS SECTION A-A
1:50



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SCALE 1:1000 (A3)

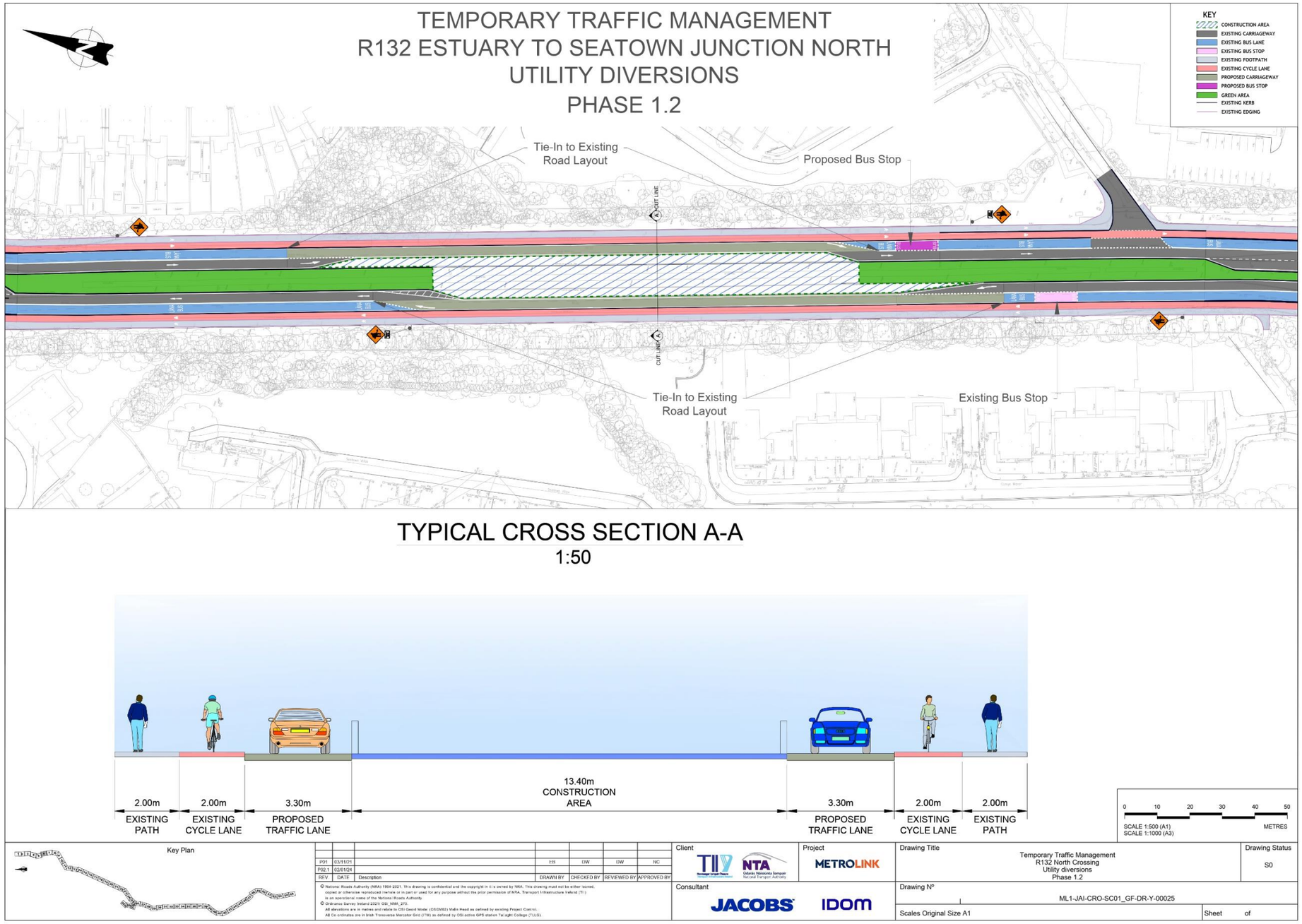
Key Plan

P01	03/11/21		EB	DW	DW	NC
P02.1	22/12/23					
REV	DATE	Description	DRAWN BY	CHECKED BY	REVIEWED BY	APPROVED BY

Client: TII Transport Infrastructure Ireland; NTA National Transport Authority
Project: METROLINK
Consultant: JACOBS; IDOM

Drawing Title	Temporary Traffic Management R132 North Crossing Utility diversions Phase 1.1
Drawing Status	S0
Drawing Nº	ML1-JAI-CRO-SC01_GF-DR-Y-00024
Scales Original Size A1	Sheet of

Drawing no. ML1-JAI-CRO-SC01_GF-DR-Y-00024



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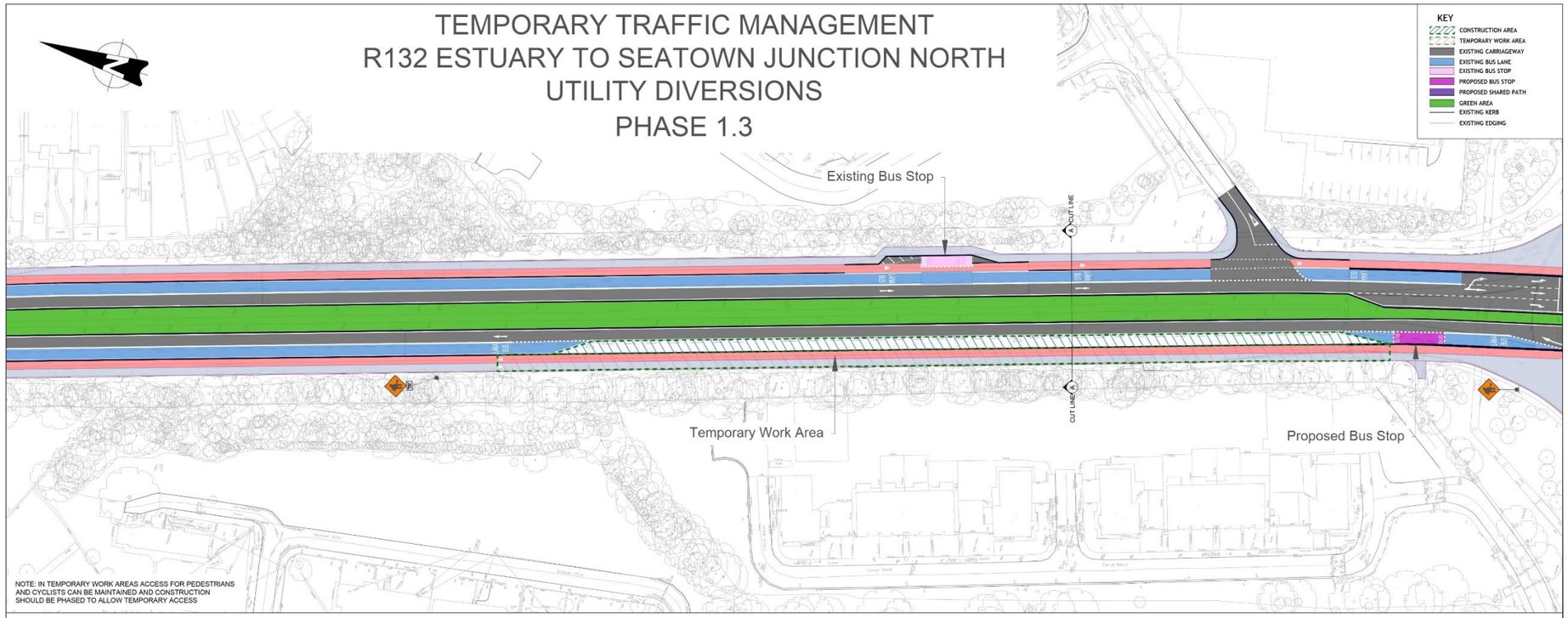
TEMPORARY TRAFFIC MANAGEMENT
R132 ESTUARY TO SEATOWN JUNCTION NORTH
UTILITY DIVERSIONS
PHASE 1.3



TYPICAL CROSS SECTION A-A
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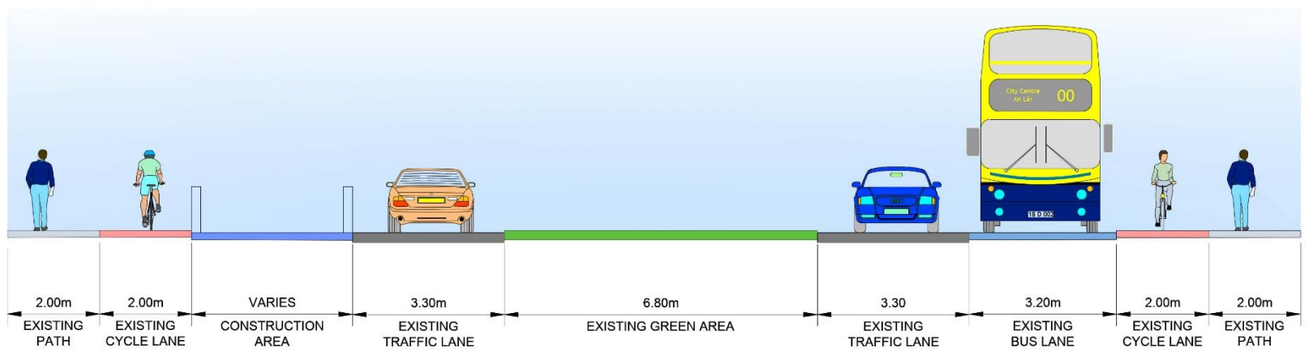

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SCALE 1:1000 (A3)
METRES

Key Plan

REV.	DATE	Description	DRAWN BY	CHECKED BY	REVIEWED BY	APPROVED BY
P01	03/11/21		EB	DW	DW	NC
H02.1	03/01/24					

All elevations are in metres and relate to OSi Geoid Model (OSGM02) Malin Head as defined by existing Project Control.
All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active GPS station Tallaght College (TLLG).

Client: TII / NTA
Project: METROLINK
Drawing Title: Temporary Traffic Management R132 North Crossing Utility diversions Phase 1.3
Drawing Status: S0
Consultant: JACOBS IDOM
Drawing N°: ML1-JAI-CRO-SC01_GF-DR-Y-00026
Scales Original Size A1
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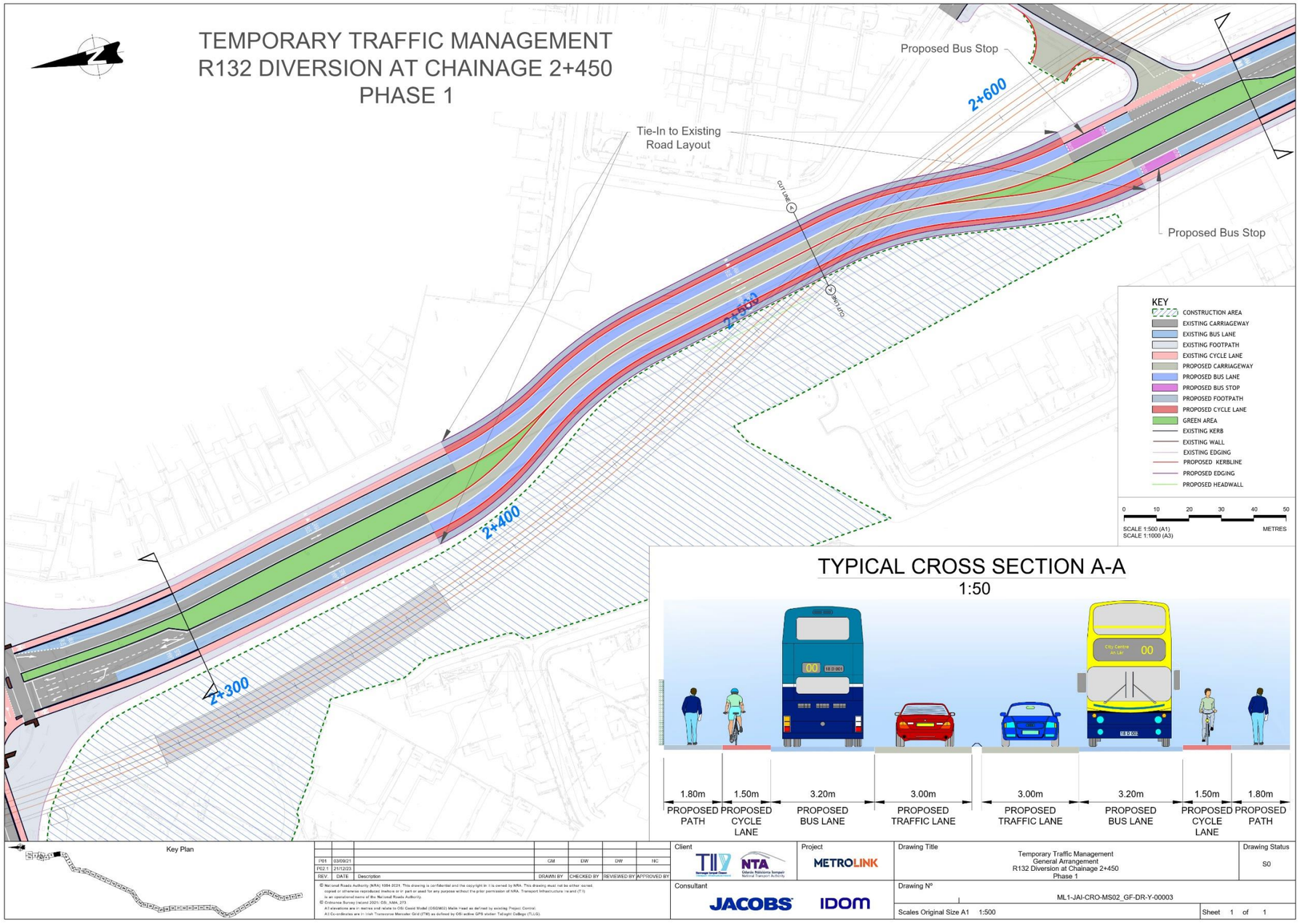
Drawing no. ML1-JAI-CRO-SC01_GF-DR-Y-00026



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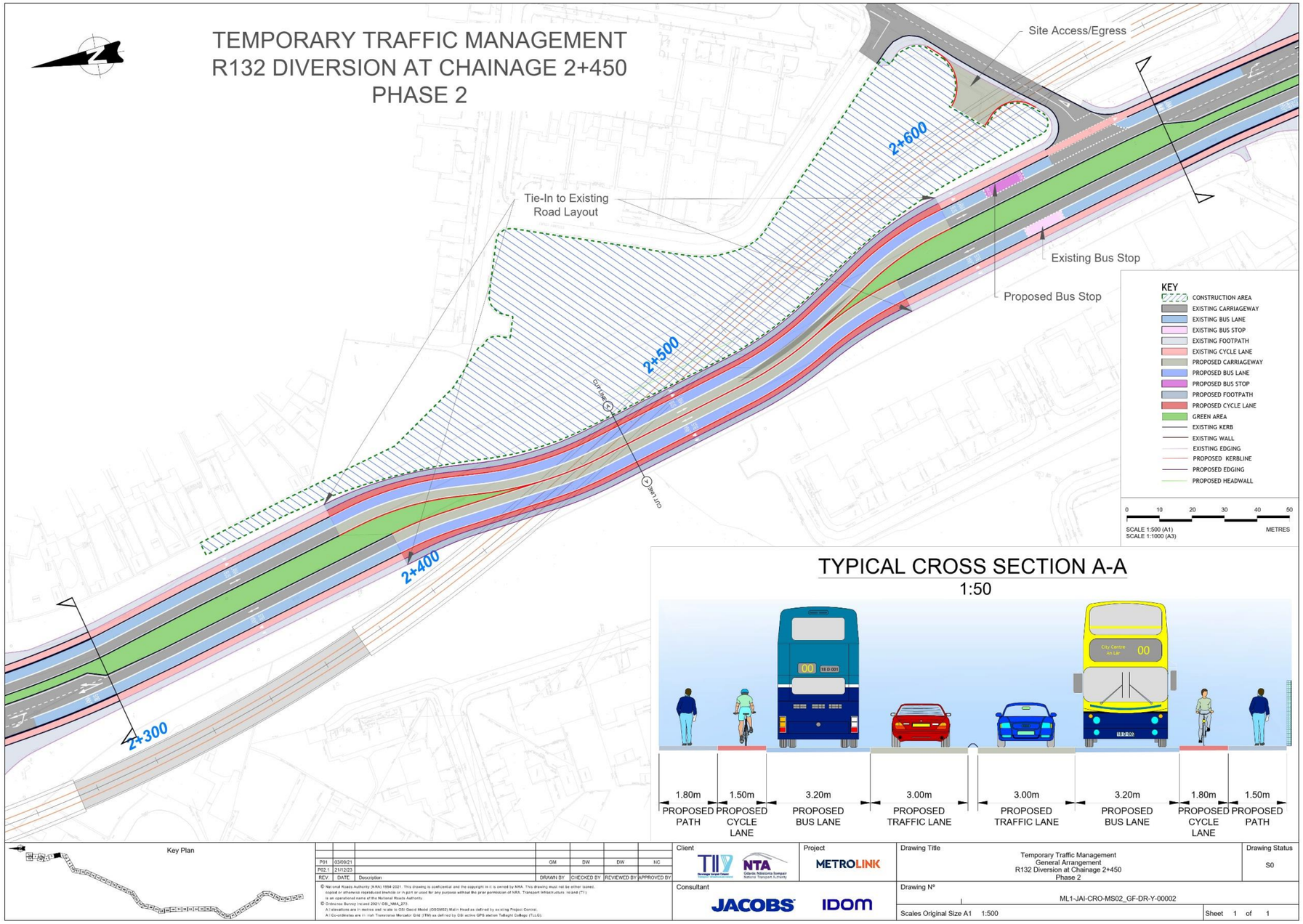

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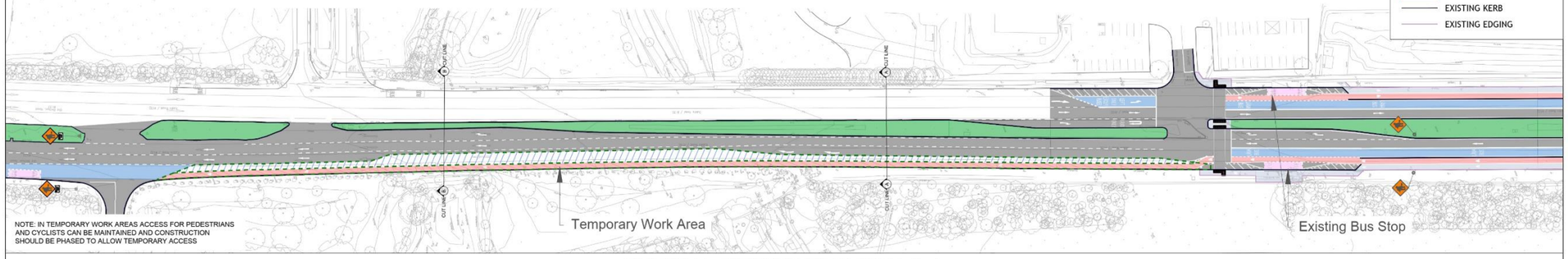
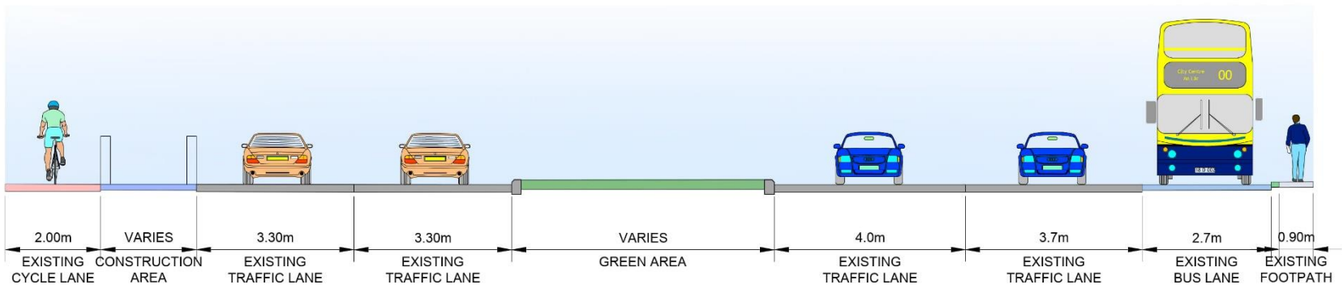
TEMPORARY TRAFFIC MANAGEMENT
R132 NORTH CROSSING
UTILITY DIVERSIONS
PHASE 1.1

KEY
- CONSTRUCTION AREA
- TEMPORARY WORK AREA
- EXISTING CARRIAGEWAY
- EXISTING BUS LANE
- EXISTING BUS STOP
- EXISTING FOOTPATH
- EXISTING CYCLE LANE
- EXISTING KERB
- EXISTING EDGING



NOTE: IN TEMPORARY WORK AREAS ACCESS FOR PEDESTRIANS AND CYCLISTS CAN BE MAINTAINED AND CONSTRUCTION SHOULD BE PHASED TO ALLOW TEMPORARY ACCESS

TYPICAL CROSS SECTION A-A
1:50



TYPICAL CROSS SECTION B-B
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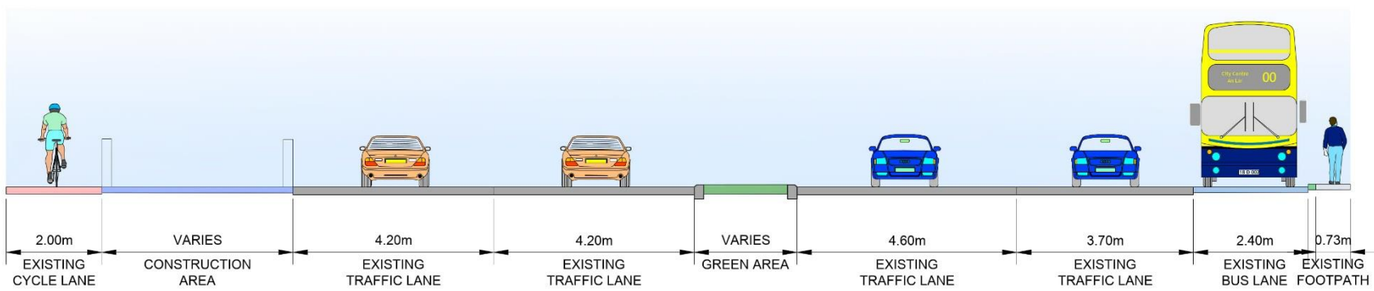

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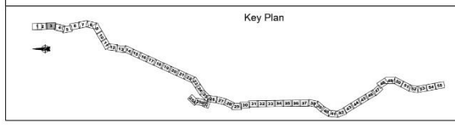
METRES

Key Plan



REV	DATE	Description	DRAWN BY	CHECKED BY	REVIEWED BY	APPROVED BY
P01	03/11/21		EB	DW	DW	NC
P02.1	22/12/23					

Client: TII / NTA
Project: METROLINK
Drawing Title: Temporary Traffic Management R132 Estuary to Seatown Junction North Utility diversions Phase 1.1
Drawing Status: S0
Consultant: JACOBS IDOM
Drawing N°: ML1-JAI-CRO-SC01_GF-DR-Y-00023
Scales Original Size A1
Sheet of

Drawing no. ML1-JAI-CRO-SC01_GF-DR-Y-00023

APPENDIX 2

Revised Table 4.8 Indicative Location of Fencing and Boundary Treatments

Location	Boundary Treatment
Estuary Station and P&R	• Timber post and rail along the west side of the R132, both sides of the Swords Western Distributer Road, both sides of Ennis Lane (west of the station between SWDR and the proposed roundabout).
Estuary Station and rail to the Broadmeadow and Ward Rivers Viaduct	• 1.8m high Meshweld fence along both sides of the railway to the north of the station. • Full height PSDs along both platforms to control access onto the trains only. • 1.8m high timber clad noise barrier along west side of the railway from south of the station to the Broadmeadow and Ward River Viaduct. • 1.8m high Meshweld fence along east side of the railway from south of the station to the Broadmeadow and Ward River Viaduct. • 1.8m high timber clad noise barrier along west side of Ennis Lane south of the station, changing to timber post and rail south towards the Broadmeadow River.
Broadmeadow and Ward River Viaduct to Seatown	*West boundary* • Metal fence along the viaduct. • 1.8m high Meshweld fencing along the top of the embankment section south of the viaduct. • 1.8m high Meshweld fencing with ball stop netting above at the bottom of the embankment together with timber post and rail along the edge of the playing pitches to the Estuary roundabout. • 600mm concrete parapet with 1200mm Meshweld fence on top along the section south of Estuary Roundabout to the crossing under the R132 with 1.8m high boundary wall with H4a containment above the entrances to the cut and cover sections. *East boundary* • Metal fence along the viaduct. • 1.8m high boundary wall with H4a containment along the line close to the R132 up to the Estuary Roundabout. • 600mm concrete parapet with 1200mm Meshweld fence on top along the section south of Estuary Roundabout to the crossing under the R132. • Timber post and rail south of Seatown Rd towards the Seatown roundabout.

APPENDIX 3

APPENDIX A5.17 BUILDING DAMAGE REPORT, TABLE 5.2 ERRATA

Ref	Description	Chainage (and station)	Current table 5.2	Updated Table 5.2	
B7	Ivor Fitzpatrick and Co	18420 (St Stephens Green)	(0) Negligible	(2) Slight	Damage category 2 or below
B8	Boston College – St. Stephen's Green	18400 (St Stephens Green)	(0) Negligible	(2) Slight	Special Building
B10	Bank of Ireland	18380 (St Stephens Green)	(0) Negligible	(2) Slight	Special Building
B54	The Irish Times	17400 (Tara Station)	(0) Negligible	(2) Slight	Special Building
B101	St Joseph's Church	15720 (Mater Station)	(1) Very Slight	(2) Slight	Special Building
B3	OPW	18500 (St Stephens Green)	(0) Negligible	(1) Very Slight	Special Building
B4	Department of Justice and Equality	18520 (St Stephens Green)	(0) Negligible	(1) Very Slight	Special Building
B5	Australian Embassy	18840 (St Stephens Green)	(0) Negligible	(1) Very Slight	Damage category 2 or below
B102	Mater Misericordiae Hospital	15560 (Mater Station)	(0) Negligible	(1) Very Slight	Special Building
B167	Dublin Airport Parking	6980 (Airport Station)	(0) Negligible	(1) Very Slight	Damage category 2 or below

APPENDIX 4

CHAPTER 9 ERRATUM

(UPLOADED AS SEPARATE DOCUMENT)

APPENDIX 5

GROUNDBORNE NOISE AND VIBRATION AMENDMENTS

(UPLOADED AS SEPARATE DOCUMENT)

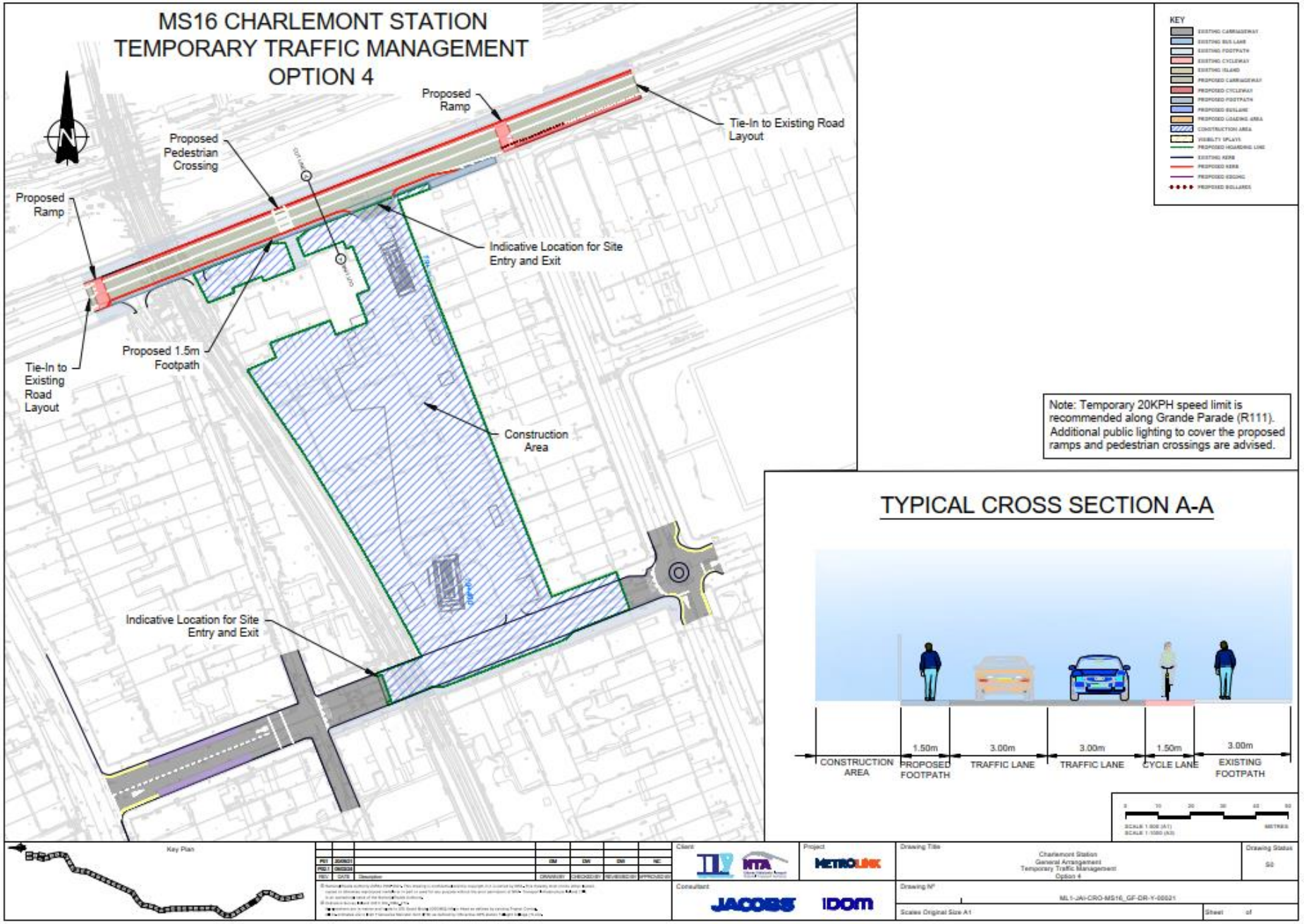
APPENDIX 6

EIAR CHAPTER 4 DESCRIPTION OF THE METROLINK PROJECT, TABLE 4.9 STATION CYCLE PARKIN PREDICTED AND PROPOSED

Station	2030 Predicted Demand		2030 MetroLink Proposals		
	Total Cycles	Stands	Total Cycles	Stands	% Provision
Estuary*	0	0	254	127	N/A
Seatown	433	216	480	240	11%
Swords Central	941	471	942	471	100%
Fosterstown	373	186	422	211	113%
Dublin Airport**	0	0	72	36	N/A
Northwood	538	269	204	102	38%
Ballymun	656	328	292	146	45%
Collins Avenue	1,003	502	370	185	37%
Griffith Park	248	124	176	88	71%
Glasnevin- Metro Only	185	92	120	60	65%
Glasnevin Metro+Rail	278	139			43%
Mater	150	75	70	35	47%
O'Connell Street	215	107	0	0	0%
Tara- Metro Only	470	235	256	128	54%
Tara- Metro + DART	1,940	970			13%
St Stephen's Green	560	280	82	41	15%
Charlemont- Metro Only	544	272	162	81	30%
Charlemont – Metro +Luas	928	464			17%

APPENDIX 7

CHARLEMONT TTM DRAWING


MS16 CHARLEMONT STATION
TEMPORARY TRAFFIC MANAGEMENT
OPTION 4
Proposed Ramp
Tie-In to Existing Road Layout
Proposed Pedestrian Crossing
Proposed Ramp
Indicative Location for Site Entry and Exit
Tie-In to Existing Road Layout
Proposed 1.5m Footpath
Construction Area
Indicative Location for Site Entry and Exit
KEY
Note: Temporary 20KPH speed limit is recommended along Grande Parade (R111). Additional public lighting to cover the proposed ramps and pedestrian crossings are advised.
TYPICAL CROSS SECTION A-A
CONSTRUCTION AREA
1.50m
PROPOSED FOOTPATH
3.00m
TRAFFIC LANE
3.00m
TRAFFIC LANE
1.50m
CYCLE LANE
3.00m
EXISTING FOOTPATH
Key Plan
Client
Project
METROLINK
Drawing Title
Charlemont Station
General Arrangement
Temporary Traffic Management
Option 4
Drawing Status
Consultant
JACOBS
IDOM
Drawing N°
ML1-JAI-CRO-MS16_GF-DR-Y-00021
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APPENDIX 8

PUMPING STATION SEATOWN SWORDS

1 INTRODUCTION AND BACKGROUND

This technical note provides additional information regarding the construction of the proposed foul water pumping station at Seatown West, Swords.

Chapter 22 of the EIAR (Infrastructure and Utilities) describes the need for a new wastewater pumping station at Seatown West (south-west of the Estuary roundabout) to support the reconfiguration of the existing wastewater collection system along the R132 roadway in Swords to facilitate the route of the Metrolink line.

The Construction Phase Chapter of the EIAR (Chapter 5) describes the construction methodology for the pumping station, however this did not take into account that mechanical excavation into the rock will be necessary to obtain the required depth for construction of the wet well (17.3m below ground level). The method of mechanical rock excavation at this location will be by the use of a mini road header.

All works required for the pumping station construction are within the curtilage of the temporary land take area demarcated within the EIAR for the Seatown Satellite Construction Compound (refer to Figure 5.1 Construction Compounds, Sheet 3 of 26).

This technical note presents an assessment of the implications of the construction methodology on noise and vibration (both airborne and groundborne) to receptors in the Seatown West area.

Noise and vibration from the construction of the Pumping Station has not previously been assessed within the EIAR.

The drainage configuration associated with the pumping station has also changed as a result of ongoing consultation with Irish Water. This technical note presents an assessment of the implications of the revised drainage arrangements and associated construction impacts.

A summary of Errata for the EIAR is presented within this note.

2 PUMPING STATION CONSTRUCTION - AIRBORNE NOISE

This section presents an assessment of airborne noise and vibration from the construction of the Pumping Station at Seatown West, Swords.

The pumping station will be located in the southwest quadrant of the Estuary roundabout at the junction of the R132 with the R125. There is potential for airborne noise and vibration from excavation of soils, mechanical excavation of rock, secant piling, concreting and general construction works.

2.1 Impact Assessment

Construction noise calculations have not been undertaken specifically for construction of the Seatown Pumping Station within the EIAR. However, the EIAR has assessed works within the construction compound at Seatown together with the cut and cover works linear section at Seatown. All works required for the pumping station construction are within the curtilage of the temporary land take area demarcated within the EIAR for the Seatown Satellite Construction Compound.

Construction activities that have been assessed at Seatown comprise site clearance and top ground level removal, installation of guide walls and piling mats, secant piling works, excavation, propping, concreting and close out works. For purpose of calculation, a 300m linear working area has been modelled which incorporates all these work phases operating simultaneously within sequential work areas. All activities are modelled at ground level, representing a worst-case scenario.

For each modelled construction compound, a construction noise threshold (CNT) has been established for each modelled receiver location. The construction noise level at each receiver location has been compared against the CNT to determine the potential for significant impacts. The receiver locations modelled are:

- Seatown West
- 77-78 Seatown Villas
- 79-84 Seatown Villas

Construction plant and equipment required for the pumping station construction has been reviewed and determined to be the same as that assessed for the cut and cover works along the R132 which runs adjacent to the compound, with the exception of the use of a mini road header for the excavation of rock.

The cut and cover works are in closer proximity to the receiving properties than the pumping station and therefore the cut and cover noise level predictions represent a worst-case scenario for those types of construction activities. The combined noise level arising from cut and cover activities and activities in the compound (assumed as general site work) resulted in a cumulative noise level at Seatown West properties and Seatown Villas being identified as having potential Significant to Very significant noise impact without mitigation. The modelled construction noise levels are detailed in Table 13.39 of the EIAR which is reproduced below.

Table 13.39 of the EIAR: Cut and Cover and Retained Cut Sections – Estuary to Seatown

Activity	Receptor		CNT		Predicted Significance of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Cut and Cover/Retained Cut Construction – Linear sequential works and compounds	16	Seatown West	75	75	80 - 85	Significant to Very Significant	Significant to Very Significant
	18	77-78 Seatown Villas	75	75	80 - 85	Significant to Very Significant	Significant to Very Significant
	20 - 21	79 – 84 Seatown Villas	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	24	26-28 Comyn Manor	75	75	80 - 85	Significant to Very Significant	Significant to Very Significant
	25	16 - 17 Comyn Manor	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	32	2-3 Estuary Court	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	33	1 Estuary Court	75	75	80 - 85	Significant to Very Significant	Significant to Very Significant
	34	10 Estuary Court	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	44	Woodies	75	75	76 - 80	Moderate to Significant	Moderate to Significant

To control noise impacts, a 4m high hoarding is proposed, extending around the south western boundary of the Seatown compound to control noise arising from this compound and the cut and cover works at the closest properties to below the Construction Noise Threshold (set at 75 dB L_{Aeq}). Screening is an effective method of reducing the noise level from construction work areas and can be used successfully as an additional measure to other forms of noise control. The hoarding height is detailed in Table 13.85 of the EIAR for this compound (reproduced below).

Table 13.85 of the EIAR: Construction Site Hoarding

Location	Site Boundary	Activity	Height
R132	Construction compound at Seatown	General Site Compound	4m

In addition to the enhanced height boundary screening to the compound working areas at Seatown, where all reasonable measures have been taken to reduce noise levels using the above-mentioned mitigation measures through source and pathway control, but residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) will be appropriate at locations where eligibility for either has been established. The document *Transport Infrastructure Ireland (TII)*

Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) sets out the further mitigation measures and supports which will be available to those who meet the eligibility criteria.

Table 13.86 of Chapter 13 of the EIAR identifies the properties at Seatown Villas likely triggering the eligibility for Noise Insulation (NI) in accordance with the TII *Airborne and Groundborne Noise Mitigation Policy* during the cut and cover linear works. Given the similar distance from the works of Residential Properties at Seatown West (R16 of EIAR), these properties also are likely to trigger the eligibility for NI.

The mini road header has not been considered as a noise generating activity at this location within the modelling undertaken for the EIAR. However, this will only be used at depth for breaking down rock and will be screened by the sides of the excavation. The bedrock is at a depth of approximately 7m below ground level in this location. The potential for airborne noise generation is therefore considered to be low. A groundborne noise and vibration assessment for this activity is presented in Section 3 of this Technical Note.

2.2 Summary

An assessment of potential airborne noise from the construction of the Seatown Pumping Station indicates that levels would be below thresholds for the closest receptors post mitigation, resulting in no significant effects.

3 PUMPING STATION CONSTRUCTION - GROUNDBORNE NOISE & VIBRATION

This section presents an assessment of construction noise and vibration from the construction of the pumping station at Seatown West, which has not previously been assessed within the EIAR.

The pumping station will be located in the southwest quadrant of the Estuary roundabout at the junction of the R132 with the R125. There is potential for groundborne noise and vibration from mechanical excavation of rock at this location, and also from secant piling.

3.1 Impact Assessment

The closest sensitive receptor to the excavation of the area for the Seatown pumping station is approximately 40m to the south at Seatown Villas.

The method of mechanical excavation at this location will be by with the use of a mini road header. The predictions of groundborne noise and vibration from these activities are presented in Table 10-1.

Table 0-1. Predictions of groundborne noise and vibration from construction of Seatown pumping station

	Predicted level	Threshold level
Mechanical Excavation Groundborne Noise, L_{ASmax} dB	32	40
Mechanical Excavation Vibration, VDV $ms^{-1.75}$	0.012	0.8
VDV - Vibration Dose Value		

Groundborne noise during mechanical excavation is predicted to be below the threshold of 40 dB L_{ASmax} at the closest sensitive receptor, indicating no significant effect.

Vibration from mechanical excavation is predicted to be below the threshold of 0.8 $ms^{-1.75}$ at the closest sensitive receptor, indicating no significant effect.

As summarised in Section 14.4.1.1 of the EIAR, calculations of vibration from secant piling have been carried out for one of the closest buildings to this activity, namely Woodies Homeware, where the building is a distance of 2.7m from secant piling. As summarised in Section 14.4.1.1 of the EIAR the level of vibration from secant piling at Woodies Homeware is predicted to be approximately 1.2 mm/s, reducing by about half into the building. A vibration level of 0.6 mm/s entering the building would be equivalent to a Vibration Dose Value well below the threshold level for significant effects on "occupants of residential buildings" of $0.8ms^{-1.75}$. The closest sensitive receptor to the secant piling for the pumping station is at a greater distance of at least 37m, and so vibration levels will be lower and below the threshold for adverse impact for human response.

3.2 **Summary**

An assessment of potential groundborne noise and vibration from the excavation of the Pumping Station indicates no significant impacts are predicted.

4 **DRAINAGE CONSTRUCTION**

This section presents a clarification of the drainage arrangements associated with the Pumping Station at Seatown West, situated south-west of the R132 Estuary Roundabout. The utilities drawing for Seatown presented within Utility Details Book 1 of 4 (Fingal County Council) shows a proposed emergency overflow to the Ward River from Pumping Station. An alternative design solution has been developed that avoids discharge to the river and returns overflows to the Swords Wastewater Treatment Works. An additional attenuation storage tank is also shown on the drawing in Balheary Park that is no longer part of the proposal.

4.1 **Impact Assessment**

The emergency overflow from the pumping station has been redesigned to connect into an existing sewer that conveys the flow to the existing Swords Wastewater Treatment Plant. This has a positive environmental benefit as it avoids a discharge directly into the Ward River in the event of an emergency situation. The flow will instead be diverted to the wastewater treatment works via an alternative route to the normal outfall from the pumping station.

Two route options for the emergency overflow have been presented to Irish Water for their review. The preferred route will be agreed with Irish Water. Both options require the installation of new foul drainage pipes. Both routes are within the Project boundary indicated on the Railway Order drawings. Both options require sections of new pipework to be installed along the R132 and Lissenhall Road, out with the curtilage of the temporary land take area demarcated within the EIAR for the Seatown Satellite Construction Compound.

Noise associated with construction activities for utility diversions and new installations outside of compound boundaries are assessed in the EIAR in Chapter 13, Section 13.5.2.6.7.

The installation of new drainage will typically require excavation of a trench, loading of excavated material, trench support, utility laying and bedding, backfilling and surface reinstatement. Construction plant typically associated with the works include breakers, excavators, loaders, road pavers and rollers, which will operate as required depending on the specific activity taking place at any one time. Noise levels associated with these activities are typically in the range of 64 to 82dB $L_{Aeq,T}$ at 10m taking account of their typical 'on-time' in a working area. Allowing for a liner working area of 50m in length for any one utility diversion activity, a total noise level of 6 items of plant with an average noise level of

76dB L_{Aeq} each at 10m has been used for purpose of calculation to account for the mobile nature of plant and equipment in any working area.

Table 13.69 presented in Chapter 13 of the EAIR and replicated below outlines the calculated typical construction noise levels associated with utility works, at increasing distances from the works.

During drainage installation works, the upper construction noise threshold value of 75dB L_{Aeq}, daytime, may be exceeded at distances of up to 30m from the works boundary in the absence of any noise mitigation. Several properties on The Crescent residential estate may be within 30m of the proposed drainage installation works and thus could experience a Moderate noise impact.

Noise mitigation will be required where drainage installation is scheduled within 30m of noise sensitive locations. Typical mitigation measures include:

- Localised screening of noisy plant items;
- For mobile plant items such as dump trucks, excavators & loaders - installation of an acoustic exhaust;
- For static plant such as compressors, generators and motors, units surrounded by acoustic lagging or enclosed within acoustic enclosures;
- For percussive tools such as pneumatic concrete breakers, fitting muffler or sound reducing equipment to the breaker 'tool' and ensuring any leaks in the air lines are sealed;
- Restricting significant noise generating activities to daytime hours where possible;
- Contractor to distribute information circulars informing people of the progress of works and any likely periods of significant noise; and
- Monitoring at representative noise sensitive locations.

Table 13.69 of the EIAR: Indicative Utility Diversion Construction Work Noise Calculations at Varying Distances

Average Plant Noise	Predicted CNL at Stated Distance from Edge of Works (dB LAeq,T)								
	10m	15m	20m	30m	50m	75m	100m	150m	250m
Average plant noise level at varying distances from source	84	81	78	74	70	66	64	60	56

Using appropriate mitigation measures the residual noise levels can be suitably reduced to below the construction noise threshold and thus the residual impact is Slight.

Dust may be generated during the drainage installation works, associated with excavations, spoil and breaking out road/ pavement surfaces. Dust generation from utility works has been assessed within Chapter 16 of the EIAR and can be adequately managed using the best practice mitigation measures set out in the Dust Management Plan (Appendix 16.4).

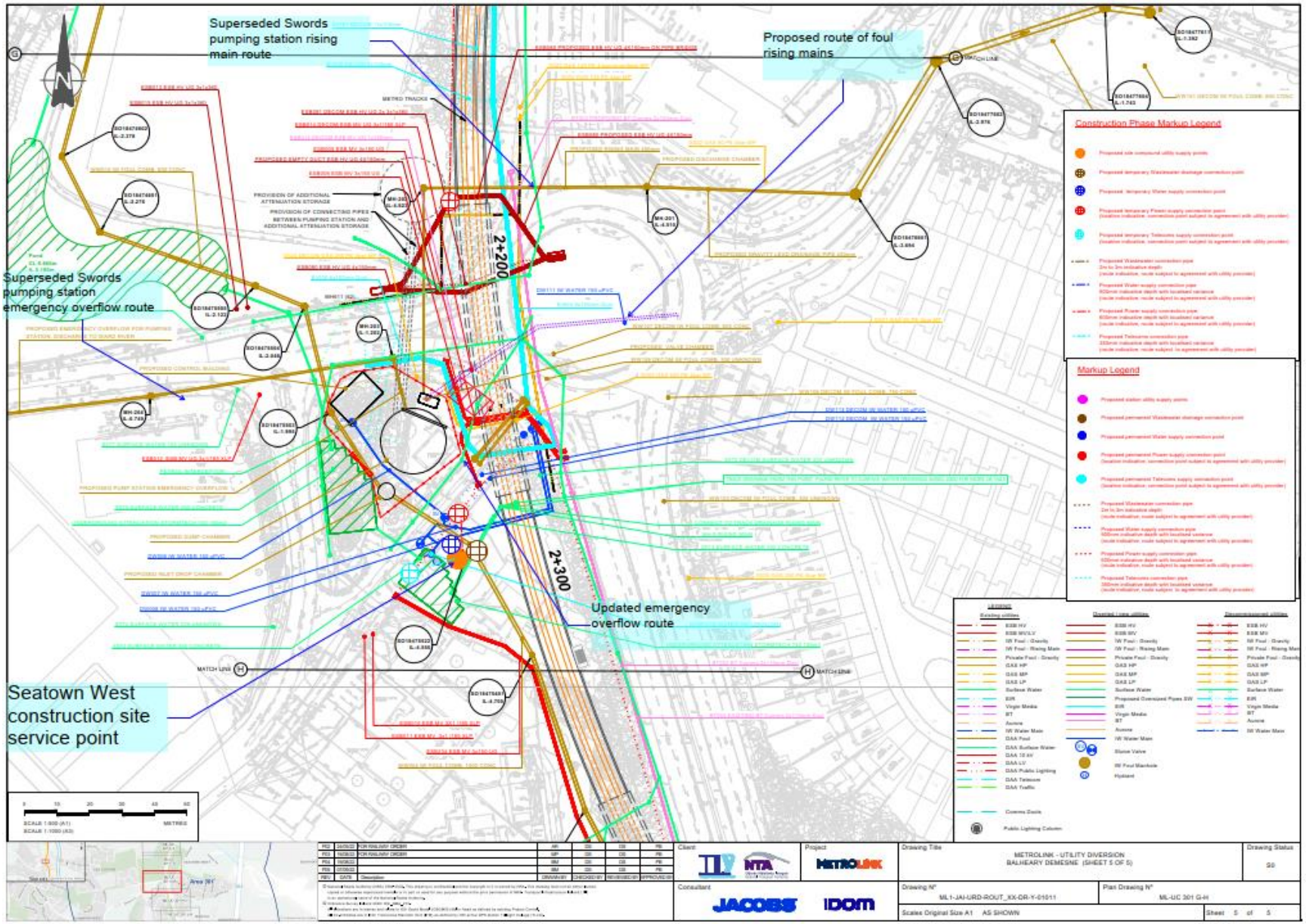
A temporary road diversion will be required to enable the cut and cover section of the alignment at Seatown to be constructed and a traffic management plan will be implemented to allow traffic movements on the R132 Swords Bypass and other feeder roads to continue. The drainage installation works will be incorporated within the traffic management plan.

4.2 **Summary**

The change in drainage arrangements associated with the Pumping Station has a positive environmental benefit as it avoids a discharge directly into the Ward River in the event of an emergency situation. Emergency overflows will receive treatment at the Swords Wastewater Treatment Works via an alternative route to the normal outfall from the pumping station.

Using appropriate mitigation measures, noise levels associated with the installation of new sections of foul water drainage pipes along the R132 and Lissenhall Road can be suitably reduced to below the construction noise threshold resulting in no significant effects.

Dust that may be generated during the drainage installation works can be adequately managed using the best practice mitigation measures set out in the Dust Management Plan (Appendix 16.4).


Superseded Swords pumping station rising main route
Proposed route of foul rising mains
Superseded Swords pumping station emergency overflow route
Updated emergency overflow route
Seatown West construction site service point
2+200
2+300
Construction Phase Markup Legend
Markup Legend
METROLINK - UTILITY DIVERSION
BALHEARY DEMESNE (SHEET 5 OF 5)
ML1-JAI-URD-ROUT_XX-DR-Y-01011
ML-UC 301 G-H
AS SHOWN

APPENDIX 9

UPDATED CHAPTER 13 TABLES

Errata Item: 1: Seatown Station ID on table incorrect for one activity

Table 0.2: Seatown Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Install guide walls & piling mat	45	Hertz Service Centre	75	75	~~80 – 85~~ 85 - 90	Significant to Very Significant	Significant to Very Significant

Errata Item: 2: Fosterstown: Table activity labelled incorrect for concrete works

Table 0.3: Fosterstown Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
~~Concrete works~~ Excavation/ Capping beams & Proping	187	20-22 Boroimhe Willows	65	65	66 – 70	Moderate to Significant	Moderate to Significant

Errata Item: 3: Northwood Portal Table 13.57 missing data for batching plant night works. Added to table

Table 0.4: Northwood Portal - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT	Predicted Magnitude of Impact	
	ID	Description	Night-time (23:00 – 07:00)	CNL	Night-time (23:00 – 07:00)
Batching Plant	1	11 Northwood Green	55	61 - 65	Significant to Very Significant
	2	32 Northwood Green	55	56 - 60	Moderate to Significant
	3	37 Northwood Green	55	56 – 60	Significant

Activity	Receptor		CNT	Predicted Magnitude of Impact	
	ID	Description	Night-time (23:00 – 07:00)	CNL	Night-time (23:00 – 07:00)
	4	Northwood Nursing Home	55	56 – 60	Significant
	8	Apartments - Old Ballymun Road	55	61 - 65	Significant to Very Significant

Errata Item: 4 :Griffith Park Station Table 13.61 - batching plant night works – separation of impacts for NSLs. Added to table

Table 0.5: Griffith Park Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Activity	**ID**	**Description**	**Night-time (23:00 – 07:00)**		**CNL**	**Night-time (23:00 – 07:00)**	
Batching Plant	7	66 R108	55		~~51 – 60~~ 55 - 60	Significant	
	8	9 St Ita's Road	55		55 - 60	Significant	
	17 – ~~27~~19	St Mohbi Rd (east)	55		~~51 – 62~~ 55 - 62	Significant to Very Significant	
	20 - 22	St Mohbi Rd (east)	55		55 - 60	Significant	
	23	105 – 107 St Mohbi Rd	55		55 - 60	Moderate to Significant	

Errata Items: 5 – 14 :Glasnevin: Table 13.62 **.** Various corrections as per Table edit below

Table 0.6: Glasnevin Station - Potential Significant Construction Noise Impacts – Daytime

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Stage 2 North and South Station Piling Works	19	15 - Prospect Road	~~65~~ 75	~~65~~ 75	~~66 – 70~~ 71 - 80	Moderate to Significant	Moderate to Significant

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Stage 4: South Station Piling & North – South excavation works- ground level (Including batching plant)	2 - 5	47 – 54 Dalcassian Downs	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	7	56 – 57 Dalcassian Downs	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	10 - 12	61 – 66 Dalcassian Downs	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	13 – 16	The Court Apartments, Dalcassian D	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
	22 – 26	Cross Gun Quay Apartments	65	65	71 - 75	Significant to Very Significant	Significant to Very Significant
	27	3 Shandon Mills	65	65	66 - 70	Moderate to Significant	Moderate to Significant
	30	Prospect Lodge	65	65	71 - 75	Significant to Very Significant	Significant to Very Significant
Stage 6 North and South subway piling works - below ground level	~~16~~	~~19 36 The Court Apartments, Dalcassian~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
Remove Duplication ~~South Station Piling & North – South excavation works- below ground level~~	~~11 – 12~~	~~63 66 Dalcassian Downs~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~13 – 16~~	~~The Court Apartments, Dalcassian D~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~22 - 26~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~30~~	~~Prospect Lodge~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
Remove Duplication	~~8 – 12~~	~~58 – 66 Dalcassian Downs~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~13 – 16~~	~~The Court Apartments, Dalcassian D~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
~~North and South subway piling works - below ground level~~	~~22 – 26~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~30~~	~~Prospect Lodge~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
Remove Duplication ~~North and South subway piling works - below ground level~~	~~8 – 12~~	~~58 - 66 Dalcassian Downs~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~13 – 16~~	~~The Court Apartments, Dalcassian D~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~22 – 26~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~30~~	~~Prospect Lodge~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
Remove Duplication ~~South Station Excavation, ramp construction and concrete works – below ground level~~	~~2 – 12~~	~~47-66 Dalcassian Downs~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~13 – 16~~	~~The Court Apartments, Dalcassian D~~	~~65~~	~~65~~	~~71 – 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~22 – 23~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~24 – 26~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~71 - 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~27~~	~~3 Shandon Mill~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~30~~	~~Prospect Lodge~~	~~65~~	~~65~~	~~71 - 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
Stage 8 South Station excavation/concrete works, MGWR west tunnel demolition & OHLE piling works	2 – 12	47-66 Dalcassian Downs	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	13 - 16	The Court Apartments, Dalcassian D	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
	22 – 23	Cross Gun Quay Apartments	65	65	66 – 70	Moderate to Significant	Moderate to Significant

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
	24 - 26	Cross Gun Quay Apartments	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
	27	3 Shandon Mill	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	30	Prospect Lodge	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
~~South Station excavation/concrete works, MGWR west tunnel demolition & OHLE piling works~~	~~2 – 12~~	~~47-66 Dalcassian Downs~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~13 - 16~~	~~1-18 The Court Apartments, Dalcassian D~~	~~65~~	~~65~~	~~71 - 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~22 – 23~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~24 – 26~~	~~Cross Gun Quay Apartments~~	~~65~~	~~65~~	~~71 - 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
	~~27~~	~~3 Shandon Mill~~	~~65~~	~~65~~	~~66 – 70~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	~~30~~	~~Prospect Lodge~~	~~65~~	~~65~~	~~71 - 80~~	~~Significant to Very Significant~~	~~Significant to Very Significant~~
Stage 9 & 10 North Station Excavation works, bridge slide, retaining walls, GSWR lowering/OHLE piling	13, 14, 16	~~1-18~~ The Court Apartments, Dalcassian Downs	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
Stage 11-13 North/South station excavation, concrete works, removal of south ramp, canal sheet piles	13 - 16	The Court Apartments, Dalcassian Downs	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant

Errata Items: 15 and 16 : Mater Station - Table 13.64, Update CNL for identified properties to align with Appendix A13.7.

Table 0.7: Mater Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Advanced enabling, utility works & site preparation works	6	Mater Hospital (39 - 51 Eccles St Rear)	65	65	~~66 – 70~~ 76 - 80	Significant to Very Significant	Significant to Very Significant
	18	5 - 11 Berkeley Rd	70	70	~~76 – 80~~ 71 - 75	Moderate to Significant	Moderate to Significant
	19	12 - 17 Berkeley Rd	70	70	~~76 – 80~~ 71 - 75	Moderate to Significant	Moderate to Significant
Mater Station Piling (South)	11	St Joseph's Church	65	65	~~71 – 80~~ 81 - 85	Significant to Very Significant	Significant to Very Significant

Errata Items: 17 and 18 : O'Connell Street Station - Table 13.65, Update identified properties with potential for significant effects during demolition phase to align with Appendix A13.7 and CNL for 1 receptor during Excavation phase.

Table 0.8: O'Connell Street Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Demolition	1	Rotunda Hospital (South)	~~70~~ 75	~~70~~ 75	71 - 75	~~Moderate to Significant~~ Slight to Moderate	~~Moderate to Significant~~ Slight to Moderate
	7	Holiday Inn	~~70~~ 75	~~70~~ 75	71 - 75	~~Moderate to Significant~~ Slight to Moderate	~~Moderate to Significant~~ Slight to Moderate
	8	Hotel Rui	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	9	19 O'Connell St	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
	10	Savoy Cinema	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	11	14 O'Connell St	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	12	9 - 12 O'Connell St	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	13	1 - 8 O'Connell St	~~70~~ 75	~~70~~ 75	71 - 75	~~Moderate to Significant~~ Slight to Moderate	~~Moderate to Significant~~ Slight to Moderate
	17	34 - 41 Henry St (rear)	~~70~~ 75	~~70~~ 75	71 - 75	~~Moderate to Significant~~ Not Significant	~~Moderate to Significant~~ Not Significant
	18	1 - 9 Moore St (rear)	~~70~~ 75	~~70~~ 75	76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	20	Henry Pl (Rear)	~~70~~ 75	~~70~~ 75	71 - 75	~~Moderate to Significant~~ Not Significant	~~Moderate to Significant~~ Not Significant
	25	Greg Court (Residential)	70	65	65 - 70	Slight to Moderate	Moderate to Significant
	26	Jurys Inn (S)	70	70	76 - 80	Significant to Very Significant	Significant to Very Significant
	27	~~Jurys Inn (S)~~ Jurys Inn (E)	70	70	76 - 80	Significant to Very Significant	Significant to Very Significant
	29	72 Parnell St	~~70~~ 75	~~70~~ 75	~~76 - 80~~ 71 - 75	~~Significant to Very Significant~~ Not Significant	~~Significant to Very Significant~~ Not Significant

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Excavation – ground level	25	Greeg Court (residential)	70	65	~~76 – 80~~ 66 - 70	Slight to Moderate	Moderate to Significant

Errata Items: 19 : Tara Street Station - Table 13.66, Update identified properties with potential for significant effects during demolition phase to align with Appendix A13.7

Table 0.9: Tara Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Demolition	2	The Corn Exchange	70	70	71 - 75	Moderate to Significant	Moderate to Significant
	6	Tara Building	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	12	One Georges Quay	75	75	76 - 80	Moderate to Significant	Moderate to Significant
	15	164 Townsend St (commercial)	75	75	81 - 85	Significant to Very Significant	Significant to Very Significant
	16	Tara St Fire Station	75	75	81 - 85	Significant to Very Significant	Significant to Very Significant
	17	Trinity Plaza Apartments (residential)	75	70	~~71 – 75~~ 76 - 80	~~Slight to Moderate~~ Moderate to Significant	~~Moderate to Significant~~ Significant to Very Significant
	18	179 Townsend Street	75	70	71 - 75	Slight to Moderate	Moderate to Significant
	23	10 – 15 Tara Street	75	70	76 - 80	Moderate to Significant	Significant to Very Significant

Errata Items: 19 : Tara Street Station - Table 13.66, Update identified properties with potential for significant effects during demolition phase to align with Appendix A13.7

Table 0.10: Charlemont Station - Potential Significant Construction Noise Impacts

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
Advance enabling, utility and site preparation works	60	2 Grand Parade	~~70~~ 75	~~70~~ 75	76 - 85	Significant to Very Significant	Significant to Very Significant
	61	Hines Building (South - ~~residential~~)	~~70~~ 75	~~70~~ 75	~~76 – 85~~ 71 – 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	62	Hines Building (East ~~residential~~)	~~65~~ 75	~~65~~ 75	~~71 – 80~~ 76 – 85	Significant to Very Significant	Significant to Very Significant
Station Piling& D-wall north	21	1 Dartmouth Square	65	65	66 – 70	Moderate to Significant	Moderate to Significant
	22 -29	1 – 17 Dartmouth Square	65	65	~~71 – 80~~ 71 - 85	Significant to Very Significant	Significant to Very Significant
	60	2 Grand Parade (office)	75	75	~~76 – 85~~ 85 - 90	Significant to Very Significant	Significant to Very Significant
	62	Hines Building (East - ~~residential~~)	~~65~~ 75	~~65~~ 75	~~71 – 80~~ 71 - 85	Significant to Very Significant	Significant to Very Significant
Station Piling Works - South	21 – 25 ~~29~~	1 – ~~17~~ 9 Dartmouth Square	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
	26 - 31	~~68 Dartmouth Square~~ 11 – 66 Darthmouth Square	65	65	66 - 70	Moderate to Significant	Moderate to Significant
	~~31~~	~~66 Dartmouth Square~~	~~65~~	~~65~~	~~71 – 75~~	~~Moderate to Significant~~	~~Moderate to Significant~~
	39 – 46	26 – 34 Dartmouth Rd	70	70	~~71 – 80~~ 76 - 85	Significant to Very Significant	Significant to Very Significant
	61	Hines Building (South)	~~70~~ 75	~~70~~ 75	76 - 85	Significant to Very Significant	Significant to Very Significant
	62	Hines Building (East)	~~70~~ 75	~~70~~ 75	71 – 80	~~Significant to Very Significant~~	~~Significant to Very Significant~~

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
						Moderate to Significant	Moderate to Significant
South Station works – excavation-ground level & batching plant	1	11 Harcourt Terrace	70	70	~~76 – 85~~ 71 - 75	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	21 – 26	1 – 11 Dartmouth Square	65	65	~~71 – 80~~ 76 - 85	Significant to Very Significant	Significant to Very Significant
	27 - 29	13 – 17 Dartmouth Square	65	65	85 - 90	Very Significant to Profound	Very Significant to Profound
	31 - 32	66 & 64 Dartmouth Square	65	65	~~71 – 80~~ 66 - 70	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	34 - 37	11, 10, 7 & 5 Cambridge ~~Square~~ Terrace	65	65	71 – ~~80~~ 82	Significant to Very Significant	Significant to Very Significant
	60	2 Grand Parade	~~70~~ 75	~~70~~ 75	~~76 – 85~~ 85 - 95	Significant to Very Significant	Significant to Very Significant
	61	Hines Building (South)	~~70~~ 75	~~70~~ 75	~~76 – 85~~ 80 – 86	Significant to Very Significant	Significant to Very Significant
	62	Hines Building (East)	~~65~~ 75	~~65~~ 75	~~71 – 80~~ 85 - 90	Significant to Very Significant	Significant to Very Significant
South Station Works – below slab	34 - 35	11 & 10 Cambridge ~~Square~~ Terrace	65	65	71 - 80	Significant to Very Significant	Significant to Very Significant
	36	7 Cambridge ~~Square~~ Terrace	65	65	~~71 – 80~~ 66 - 70	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	39 - 46	26 – 34 Dartmouth Road	70	70	~~76 – 85~~ 76 - 80	Significant to Very Significant	Significant to Very Significant
	60	2 Grand Parade	~~70~~ 75	~~70~~ 75	76 - 85	Significant to Very Significant	Significant to Very Significant

Activity	Receptor		CNT		Predicted Magnitude of Impact		
	ID	Description	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)	CNL	Weekday Day (07:00 - 19:00)	Saturday Morning (07:00 - 13:00)
	61	Hines Building (South)	~~70~~ 75	~~70~~ 75	~~76 – 85~~ 76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	62	Hines Building (East)	~~65~~ 75	~~65~~ 75	~~71 – 80~~ 76 - 85	Significant to Very Significant	Significant to Very Significant
Finishing & Fit out	60	2 Grand Parade	~~70~~ 75	~~70~~ 75	~~76 – 85~~ 76 - 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant
	61	Hines Building (South)	~~70~~ 75	~~70~~ 75	70 - 75	Not Significant	Not Significant
	62	Hines Building (East)	~~65~~ 75	~~65~~ 75	71 – 80	~~Significant to Very Significant~~ Moderate to Significant	~~Significant to Very Significant~~ Moderate to Significant

APPENDIX 10

UPDATED APPENDIX 13.7 CHARLEMONT STATION

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 11

UPDATED APPENDIX A14.5 GROUNDBORNE NOISE AND VIBRATION AND BLASTING MODELLING RESULTS

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 12

UPDATED AND ADDITIONAL GBNV FIGURES

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 13

ADDENDUM TO EIAR CHAPTER 24 MATERIALS AND WASTE MANAGEMENT

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 14

ERRATA PLANNING REPORT

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 15

TRAFFIC IMPACTS ASSESSMENT – SOIL RECOVERY FACILITY

Addendum to Chapter 09 of the EIAR

Introduction

This addendum has been prepared to assess of the management of waste in the event that the notification to the EPA pursuant to Article 27 is not successful. It contains an assessment of the scenario in which the notification to the EPA pursuant to Article 27 is not successful.

Further details of the impact of this are contained within the Addendum to Chapter 24. This note deals with the impact of the potential change on the construction stage Traffic and Transport assessment.

Current Assessment

With reference to *Section 9.4.4.3 Construction Phase Analysis Methods* of the EIAR during the construction period it was assumed that 90% of the spoil would go to Huntstown Quarry.

These construction vehicles were assigned onto the road network using the Haulage routes detailed within Appendix A9.5 Scheme Traffic Management Plan. These haulage routes brought the HGV traffic to the M50 or M1, and the HGV traffic then utilised the M50 to travel to junction 5 of the M50 and then used the N2 to access to the Huntstown site.

This HGV traffic, along with the traffic management measures in place at the construction sites, was assessed for the busiest construction period on the project.

New Scenario

If the Article 27 application is not successful, the spoil would no longer all go to the Huntstown site but would be distributed to a number of different facilities across Ireland. The Addendum of Chapter 24 provides details on the possible sites and the capacity at each site. At present, there is no other information available about the likelihood of one site over another or the percentage that might go to each site.

Given the geographical spread of the sites, the following assumptions have been made for the traffic and transport assessment:

- Inside the M50, the HGV will use the haulage routes presented within the EIAR
- In general the HGV spoil movements will be equally distribution across the following national primary corridors:
    - M1
    - M2
    - M3
    - M4
    - M7
    - M11
- The sites that access the M50 at junction south of the Liffey will be allocated to more southerly corridors first and the sites that access the M50 on the north side will be allocated to the northly corridors first.

- On average it assumed that the HGV will travel 40km along these corridors, this provides the following coverage – Drogheda (N1), Slane(N2), Navan (N3),Johnstown (N4), Kildare (N7), Wicklow (N11).

These geographical spread covers all of the Dublin, Meath, Kildare, Wicklow sites noted within Table A2 presented within the Chapter 24 Addendum.

Assessment of New Scenario

These revised sites have been coded into the construction period model. The construction period model uses the Highways network of the NTA's Eastern Regional Model, the extents of this model cover all of these areas.

To travel to the M50 or the M1, all the of HGV traffic will continue to use the haulage routes presented within Appendix A9.5 Scheme Traffic Management Plan. This means that the impacts inside the M50 and the impacts around the Swords local area remain unchanged to what is presented within the EIAR.

In the scenario presented within the EIAR, all of the HGV traffic associated with this waste was travelling to/from the Huntstown Quarry, this meant that all of the HGV traffic converged either side of the M50 and then onto the N2. This resulted in highest increases in HGV flows on the M50 and N2, with increases of above 5% HGVs experienced on the on and off ramps of the M50/N2 junction and a between 2-5% increase in the HGV flows on the N2 between the N2/M50 interchange and the Coldwinters junction. On all links the PCU flow increase was less than 5% and no significant increase in delays were identified.

With the new scenario, the HGV traffic is distributed across the national road network such that the percentage increases will be lower than the increases around the N2/M50 interchange. In this scenario, all the increases in HGV flows are less than 2% and all the PCU increases on the national road network are less than 5%.

In this new scenario, the HGV traffic will have a slight negative impact on the national road network.

Summary

For this new scenario, i.e. the scenario that the notification to the EPA pursuant to Article 27 is not successful, the following is concluded:

- There is no change in traffic flow volumes or HGV volumes within the M50 and for the local/regional roads around Swords, accordingly no change in the impacts in these areas.

- The distribution of the traffic (associated with this waste) across the national road network results in lower % increases in HGV flows and PCU flows, accordingly the impacts on the national road network will be lower than presented within the EIAR.

In terms of traffic impacts, the assessment presented within the EIAR provide a worst case assessment of the impact of construction traffic, with all of the traffic associated within this waste material converging on the N2/M50 junction and a section of the N2.