

**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

Draft Updated as of 25th March 2024

MetroLink Oral Hearing –

Schedule of Errata

Black = Included in Day 1 Submission

Blue = Added to Schedule during Oral Hearing

ItemNo.	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’: <ul style="list-style-type: none"> ML1-JAI-CRO-SC01_GF-DR-Y-00023 - R132 North Crossing Utilities 	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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				<ul style="list-style-type: none"> • 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 • 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

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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.
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:

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					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.	<p>Assessment summary available in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 8.</p> <p>Additional paragraph after third paragraph as follows:</p> <p>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 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.</p>
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.	<p>Assessment summary available in Appendix 5Chapter 14 Groundborne Noise and Vibration Amendment Section 9.</p> <p>Additional paragraph at end of section, before heading 14.4.1.2 as follows:</p>

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					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 $L_{A\text{Smax}}$, below the 40 dB threshold. Vibration during mechanical excavation is predicted to be 0.012 VDV $\text{ms}^{-1.75}$, below the threshold of 0.8 $\text{ms}^{-1.75}$. 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.
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.

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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 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 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 six teen 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:

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					<ul style="list-style-type: none"> * 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.
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	Summary given in Appendix 5 Chapter 14 Groundborne Noise and Vibration Amendment Section 6.

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				Museum and National Gallery Hall in Table 14.54.	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.
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	Data modelled for 80 years of maintenance. Corrected text: 'The proposed Project is expected to have an operational lifespan of 80 years. The

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				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."	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
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	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).

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				public and private projects on the environment (i.e., the EIA Directive) (European Union, 2014a).	
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."
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

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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.
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".

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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 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

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					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.

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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.
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: <i>"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."</i>
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".

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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
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 <i>South Station Piling & North & South Excavation works below ground</i>	Table 13.62. Remove duplication of results for activity in Table for <i>South Station Piling & North & South Excavation works below ground</i> . 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 <i>North and South subway piling works - below ground level</i>	Table 13.62. Remove duplication of results for activity in Table for <i>North and South subway piling works - below ground level</i> . 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 <i>North and South subway piling works - below ground level</i>	Table 13.62. Remove duplication of results for activity in Table for <i>North and South subway piling</i>

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					<i>works - below ground level.</i> 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 <i>South Station Excavation, ramp construction and concrete works – below ground level</i>	Table 13.62. Remove duplication of results for activity in Table for <i>South Station Excavation, ramp construction and concrete works – below ground level.</i> Please refer to Appendix 9 Chapter 13 Updated Tables
102.	EIAR Chapter 13 Noise and Vibration	Glasnevin Station Table 13.62	97	Table 13.62. Duplication of results for activity in Table for <i>South Station Excavation / concrete works, MGWR west tunnel demolition & OHLE piling</i>	Table 13.62. Remove duplication of results for activity in Table for <i>South Station Excavation / concrete works, MGWR west tunnel demolition & OHLE piling.</i> 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 Joseph's Church)	Update Table 13.64 to correct CNL at Receptor ID 11 (St ' 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	Update Table 13.65 to show all impacted Receiver IDs during demolition phase and corrected CNT and impacts for this phase as per

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				correct thresholds and subsequent impacts	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
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.e. Receptor IDs 34 - 38).

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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.
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 '

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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
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.

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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 ' <i>Estimated Discharge (m3/day) prior to any grouting</i> ' should state ' <i>Estimated Discharge (m3/day) to sewer (post mitigation)</i> '.
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. <i>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.</i>
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 <u>EPA monitoring period (2016-2021)</u> . 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
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'

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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
149.	Chapter 13 Airborne Noise and Vibration	Table 13.64	100-103	Incorrect significance rating given to 39-51 Eccles Street and Mater Hospital (39-51 Eccles St side gable non-sensitive)	2 additional lines added to Table 13.64. Updated Table submitted to Inspector 29 th February 2024 in Chapter 13 Errata
150.	Chapter 13 Airborne Noise and Vibration- Appendix 13.7	Finishing and Fit-Out Works Table	130- 137	Incorrect significance ratings applied to Mater Hospital (38 and 39 Eccles Street)	Updated Table included in Chapter 13 Errata submitted to Inspector 29 th February 2024.
151.	Chapter 24 Materials and Waste Management	Section 24.3.3.9	11-12	Sections cover dealing with surplus soils through article 27, additional information	This chapter now needs to be read in conjunction with the following documents which demonstrate

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		Section 24.3.4.4	32	has been provided in the event of Article 27 application does not proceed. The information provided in relation to Article 27 remains valid	<p>the use of SRF in the event Article 27 does not proceed:</p> <ul style="list-style-type: none"> • Errata Appendix 13 Addendum to Chapter 24 of the EIAR • Technical Note on Excavated Material
		Section 24.5.3	48 -49		
		Section 24.6.6.1	50		
		Section 24.6.7			
		Section 24.7			
152.	Alignment Details Book 1 of 2 Fingal County Council	Drawing ML1-JAI-ARD-ROUT_XX-DR-Y-03035	46	In response to/additional information for Inspectorate	Corrected Settlement Contour Plans furnished to Inspector on Monday 26 th February 2024 and available on www.metrolinkro.ie
153.	Alignment Details Book 1 of 2 Fingal County Council	Drawing ML1-JAI-ARD-ROUT_XX-DR-Y-03036	47	In response to/additional information for Inspectorate	Corrected Airport Tunnel Drawing furnished to Inspector on Tuesday 27 th February 2024 and available on www.metrolinkro.ie
154.	Appendix A5.5 Glasnevin Construction Report	Figure 5.15 Figure 5.25	34 43	Precast retaining wall in lieu of sheet piles in Royal Canal Basin at Glasnevin	Updated Figures furnished to Inspector on Thursday 29 th February 2024 and available on www.metrolinkro.ie
155.	EIAR Appendix A5.3 Construction Sequence Report	1.3	3 and 4	The documents listed in Appendix A5.3 Section 1.3 (pages 3 and 4) were incorrectly included.	The correct document references are set out in Appendix 16 EIAR Appendix A5.3 Document References
156.	EIAR Chapter 18 Hydrology	Section 18.2.2.2 Table 18.24 Section 18.5.3.1.2	5 119 75	Specific measures for temporary instream work	Errata Chapter 18 Hydrology – Temporary Instream Works at Broadmeadow River furnished to Inspector on Wednesday 13 th March and available on www.metrolinkro.ie
157.	EIAR Chapter 5 MetroLink Construction Phase	Table 5.6	10 -12	Review of spatial requirements for construction compounds. Errors in either proposed area, or additions to table.	Update to Chapter 5 Construction Compound Spatial Requirements furnished to the Inspector on Tuesday 19 th March and available on www.metrolinkro.ie

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158.	EIAR Chapter 4 Description of MetroLink Project	4.12.3.3	43	Text reads 'The traction power system is DC, which is converted from an AC power supply, which enables trains to move on the network through a catenary system which is rated at 500VDC'	Text should be corrected to read 'The traction power system is DC, which is converted from an AC power supply, which enables trains to move on the network through a catenary system which is rated at 1500VDC.'
159.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-RPT-Z-A02-2013 Staff and Workforce Numbers	EIAR Chapter 5: Section 5.12.9 EIAR Chapter 11 Population and Land Use
160	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-RPT-Z-A03-2011 General Approach to Demolition	EIAR Chapter 5: Section 5.4.9
161.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-RPT-Z-A03-2027 Tara Street Station Demolition Works	EIAR Appendix 5.9
162.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-RPT-Z-A03-2032 Methodologies - culvert and watercourse construction	EIAR Appendix 5.10
163.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-RPT-Z-A08-2183 - Construction Sustainable Mobility Plan	EIAR Chapter 5: Section 5.12
164.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A03-2019 Temporary Spatial Requirements	EIAR Chapter 5: Section 5.6 to 5.10 incl.
165.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A03-2021 Site Lighting Approach	EIAR Chapter 5: Section 5.12.9
166.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A03-2051 TBM Consumables	EIAR Appendix 5.14

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167.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A04-2001 D-wall & Secant Piling	EIAR Chapter 5: Section 5.5
168.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A04-2047 Track Laying Methodology	EIAR Chapter 5: Section 5.5
169.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A08-2174 - Water Management	EIAR Chapter 5: Section 5.12.8
170.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A08-2202 Non Blasting Station Excavation	EIAR Chapter 5: Section 5.5.12 EIAR Appendix 5.20
171.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-AT-STPL-0055 Constructability Report Dublin Airport South Portal	EIAR Chapter 5: Section 5.8.4
172.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-CT-MS10-0013-03 Constructability Report Griffith Park Station	EIAR Chapter 5: Section 5.10.5
173.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-CT-MS11-0014 Glasnevin Constructability Report G-G	EIAR Chapter 5: Section 5.10.6 EIAR Appendix 5.5
174.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-CT-ROUT-0021-03 Constructability Report TBM Tunnels	EIAR Chapter 5: Section 5.5.3 EIAR Appendix 5.13
175.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-CT-ROUT-0021 Rev Draft 04 TBM Tunnels	EIAR Chapter 5: Section 5.5.3 EIAR Appendix 5.13
176.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-PRJ-ROUT-0057 Construction Vehicles Report	EIAR Chapter 5: Section 5.3.3 EIAR Appendix 5.7

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177.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-SWC-DEPM-0008 Constructability Report Dardistown Depot	EIAR Chapter 5: Section 5.9.1.
178.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-SWN-SURF-0002 Constructability Report Start of Route to Seatown Station	EIAR Chapter 5: Section 5.7.1 to 5.7.9
179.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-RPT-SWN-SURF-0005 Constructability Report Pinnock Hill Roundabout - North Portal	EIAR Chapter 5: Section 5.7.13
180.	EIAR Appendices 5.3 Construction Sequence Report	Section 1.3	3 and 4	D574-LBA-REFD-ROUT_XX-TN-Z-A04-2053, Rev 01.00. SCL Methodology	EIAR Chapter 5: Section 5.5.5
181.	EIAR Chapter 11 Population and Land Use	Table 11.50	70 and 71	Errors in figures included in Table 11.50	Errata relating to EIAR Chapter 11 – Population and Land Use furnished to Inspector on Wednesday 20 th March and available on www.metrolinkro.ie
182.	EIAR Chapter 26 Architectural Heritage	Table 26.55	116-118	Clarification	Under impacts AHI-64 to AHI-70, relating to 43, 44, 45, 52-54, 55-56, 57 and 58 O'Connell Street Upper the statement "hoarding will be erected along the frontage of the construction site" should read "hoarding will be erected along the Moore Lane frontage of the construction site".
183.	EIAR Chapter 26 Architectural Heritage	Table 26.38	97	Incorrect impact	Under impact AHI-16 the predicted impact should be "moderate".
184.	EIAR Chapter 26 Architectural Heritage	Table 26.66	133	Incorrect phraseology	Under impact reference AHI-16 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to" with "remain".
185.	EIAR Chapter 26 Architectural Heritage	Table 26.66	140	Incorrect impact	Under impact reference AHI-68 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to very significant" with "remain significant".

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186.	EIAR Chapter 26 Architectural Heritage	Table 26.66	142	Incorrect impact	Under impact reference AHI-86 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to moderate" with "remain slight".
187.	EIAR Chapter 26 Architectural Heritage	Table 26.66	142	Incorrect impact	Under impact reference AHI-87 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to moderate" with "remain slight".
188.	EIAR Chapter 26 Architectural Heritage	Table 26.66	144	Incorrect phraseology	Under impact reference AHI-100 the final sentence in the "Mitigation measures" column is to be amended to replace "decrease to moderate" with "remain moderate".
189.	EIAR Chapter 26 Architectural Heritage	Tables 26.49 and 26.66	104 & 132	Omission	Add new impact: AHI-107; BH-40 Royal Canal CA; Construction of Glasnevin Station partly within the CA will involve demolition of buildings within the CA. The impact will be significant. Mitigation will be the construction of a new station building on the site and the impact on the CA following mitigation will be imperceptible.
190.	EIAR Chapter 26 Architectural Heritage	Tables 26.51 and 26.66	111 & 132	Omission	Add new impact: AHI-108; BH-68 Mater CA; Construction of Mater Station within the CA will involve the temporary removal of the park and construction of the Mater Station. The impact will be significant. The mitigation will be the reinstatement of the greater part of the park and provision of new paving and landscaping outside the park. The impact on the CA following mitigation will be slight.
191.	EIAR Chapter 26 Architectural Heritage	Tables 26.55 and 26.66	116 & 132	Omission	Add new impact: AHI-109; BH-255 O'Connell Street CA; Demolition of buildings at rear of facades on O'Connell Street Upper. The impact will be significant. The mitigation will be the construction of a new development on the site, following which the impact on the CA will be imperceptible. If the new development on the site,

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					to be carried out by others, does not proceed the impact will remain significant.
192.	EIAR Chapter 26 Architectural Heritage	Tables 26.55 and 26.66	116 & 132	Omission	Add new impact: AHI-110; BH-256 O'Connell Street ACA; Demolition of buildings at rear of facades on O'Connell Street Upper. The impact will be very significant. The mitigation will be the construction of a new development on the site, following which the impact on the ACA will be imperceptible. If the new development on the site, to be carried out by others, does not proceed the impact will remain very significant.
193.	EIAR Chapter 26 Architectural Heritage	Tables 26.61 and 26.66	127 and 132	Omission	Add new impact: AHI-111; BH-578 Grand Canal CA; Construction of Charlemont Station will take place within the ACA and will involve works to the footway to the front of the Carroll's Building and the construction of a stairway at the front of the Carroll's Building. The impact on the CA will be significant. The mitigation will be to complete the works and reinstate the paving, while the staircase will remain as an access to Charlemont Luas stop. The residual impact on the CA will be slight.
194.	EIAR Appendix A30.2	Planning Application 310860 Proposed mitigation measures Land take	215	Land Take mitigation measures cell left blank.	<u>Land Take:</u> Not applicable.
195.	EIAR Appendix A30.2	Planning Application 310860	215	Land Take residual cumulative impact cell left blank.	<u>Land Take:</u> None.

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		Residual cumulative impact Land take			
196.	EIAR Appendix A30.2	Planning Application 310860 Assessment of Cumulative impact with proposed works Infrastructure & Utilities	215	<u>Infrastructure & Utilities: None</u>	<u>Infrastructure & Utilities:</u> No predicted cumulative impacts.
197.	EIAR Appendix A30.2	Planning Application 310860 Proposed mitigation measures Infrastructure & Utilities	215	<u>Infrastructure & Utilities:</u>	<u>Infrastructure & Utilities:</u> Not applicable.
198.	EIAR Appendix A30.2	Planning Application 310860 Residual cumulative impact Infrastructure & Utilities	215	Infrastructure & Utilities residual cumulative impact cell left blank.	<u>Infrastructure & Utilities:</u> None.

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199.	EIAR Appendix A30.2	Planning Application 310860 Assessment of Cumulative impact with proposed works Agronomy	215	<u>Agronomy:</u> No	<u>Agronomy:</u> No predicted cumulative impacts.