

Consultation

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List of Abbreviations

Acronym	Meaning
CEMP	Construction Environmental Management Plan
CPO	Compulsory Purchase Order
CRR	Commission for Railway Regulations
DANP	Dublin Airport North Portal
DART	Dublin Area Rapid Transit
DASP	Dublin Airport South Portal
DCC	Dublin City Council
DCCAIE	Department of Communications, Climate Action & Environment
DCHG	Department of Culture, Heritage and the Gaeltacht
DCU	Dublin City University
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMC	Electromagnetic Compatibility
EMI	Electromagnetic Interference
EPA	Environmental Protection Agency
EPR	Emerging Preferred Route
FCC	Fingal County Council
GAA	Gaelic Athletic Association
IAA	Irish Aviation Authority
IE	Independent Expert
IFI	Inland Fisheries Ireland
Km	Kilometre
ML	MetroLink
NCBI	National Council for the Blind of Ireland
NFPA	National Fire Protection Association
OPW	Office of Public Works
POPS	Property Owners Protection Scheme
SSG	St Stephen's Green
TII	Transport Infrastructure Ireland
TBM	Tunnel Boring Machine
UNECE	United Nations Economic Commission for Europe

8. Consultation

8.1 Introduction

This chapter aims to present an overview of all stakeholder and public consultation undertaken to inform the development of the MetroLink project. Consultation was undertaken throughout the project development, and this chapter presents an outline of that consultation including but not limited to the Emerging Preferred Route (EPR) Consultation, Environmental Impact Assessment (EIA) Scoping Consultation, Preferred Route Public Consultation and the Albert College Park Local Area Consultation. This chapter details the ongoing consultation and stakeholder engagement that has taken place since 2018 with schools, landowners and businesses along the proposed route.

A critical theme to this chapter is to demonstrate how early and continuous public participation has influenced the design and development of the MetroLink project. This chapter also documents the extent and nature of public, stakeholder and landowner consultation and participation that has taken place over the course of the project's development. It also addresses how the MetroLink Project Team responded to the submissions and feedback received during the above-mentioned non-statutory consultation periods. The MetroLink Project Team has at all times endeavoured to ensure the widest possible access for the public, stakeholders and landowners to information about the project at all stages of its pre-planning development.

In this regard, it is intended that the consultation undertaken in respect of the MetroLink project will, when the railway order application process is complete, fully meet the requirements of the Aarhus Convention, Codified EIA Directive and Irish national legislation.

8.2 Public and Landowner Engagement in Context

In preparing an application for a Railway Order ABP for the proposed Project, the Project Team has consulted with the public and stakeholders in accordance with the following legislative, best practice and planning practice requirements:

- Aarhus Convention;
- Consolidated EIA Directive requirements; and
- Requirements of National Law.

8.2.1 The Aarhus Convention

The Aarhus Convention is an international treaty which both the EU and Ireland signed up to in 1998. More specifically, the United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters was adopted on 25th June 1998 at the Fourth Ministerial Conference as part of the "Environment for Europe" process.

The EU ratified the Aarhus Convention in February 2005. Ireland ratified the Convention in June 2012. Prior to ratification, Ireland had fully implemented the provisions of the Aarhus Convention and the related EU Directives, Directive 2003/4/EC on Public Access to Environmental Information and Directive 2003/35/EC on Public Participation.

The Aarhus Convention lays down a set of basic rules to promote citizens' involvement in environmental matters and improve enforcement of environmental law.

- The Aarhus Convention comprises three pillars:
- Access to environmental information;
- Participation in the environmental decision-making process; and
- Access to justice in environmental matters.

The United Nations Economic Commission for Europe (UNECE) document, 'The Aarhus Convention: An Implementation Guide' (Second Edition, 2014) represents best practice in respect of how to consult with members of the public on major projects. This document was central to the consultation process developed by the MetroLink Project Team at the outset of the project.

8.2.2 Environmental Impact Assessment Directive

A number of amendments have been introduced to the text of the EIA Directive 2014/52/EU to reflect the Aarhus Convention public participation requirements. The substantive provisions ensure that the public concerned shall be given early and effective opportunities to participate in environmental decision-making procedures for consent to projects and, for that purpose, the public concerned is entitled to express comments and opinions when all options are open to the competent authority before the decision on the request for development consent is taken.

8.2.3 Requirements of National Law

Prior to the making of the application for a Railway Order (RO) for the proposed Project, Transport Infrastructure Ireland (TII) entered into pre-application consultation with An Bord Pleanála ('the Board') under Section 47B of the Transport (Railway Infrastructure) Act, 2001 (as amended). Table 8.1 shows the number of pre-application consultation meetings held between 2018 and 2021.

Irish planning legislation requires the Board to hold a statutory public consultation following the submission of an application for a RO, to provide the opportunity for interested parties to make observations or submissions.

The Planning and Development Regulations 2001-2020 set out prescribed bodies to be consulted following the lodgement of an application for a RO. The relevant bodies have also been consulted for the proposed Project in advance of lodgement through the period of project design.

8.2.4 Best Practice Communications

Article 6, paragraph 5 of the Aarhus Convention states that:

"Each Party should, where appropriate, encourage prospective applicants to identify the public concerned, to enter into discussions, and to provide information regarding the objectives of their application before applying for a permit".

The Aarhus Implementation Guide notes that the advisory nature of paragraph 5 is confirmed by the use of the wording "should, where appropriate, encourage". The Convention does not require the Member State or the Planning Authority to oblige prospective applicants to take these steps. However, in line with the spirit of the Convention and the principles of best practice consultation, the MetroLink Project Team committed at the outset of the project to providing information on the project, to providing early opportunities for the public concerned to participate in the decision-making process, and to ensuring that all communication and consultation was accessible, meaningful and accountable.

8.3 Objectives of Public Consultation

8.3.1 Objectives

MetroLink is committed to public and landowner engagement as an integral part of its project development process. This approach is informed by national and European requirements and enhanced by TII's organisational commitment to best practice in this area.

Public involvement is a fundamental principle of EIA. The inclusion of the views of the affected and interested public helped the Project Team to ensure the decision-making process is equitable and fair and would lead to more informed choice and better environmental outcomes. To that end, it was decided at the outset of the MetroLink project to hold a number of non-statutory consultations to facilitate greater public participation. This public involvement has provided an opportunity for those

directly affected by the MetroLink project to express their views regarding the proposal and its environmental and social impacts.

The objectives of consultation outlined in this chapter relate to the non-statutory consultation periods including EPR Consultation, the EIA Scoping Consultation, Preferred Route Consultation and Albert College Park Local Area Consultation.

The overall consultation objectives and how they related to the EIA objectives were:

- To provide an opportunity for the members of the public and other interested parties to become involved with the process and to share with the Project Team any relevant supporting information that should be considered in the design process. This allows for early identification and focused consideration of significant impacts. It allows early indication of the information required to prepare the EIAR in a manner that is proportionate and appropriate in defining the likely significant impacts on the environment;
- To encourage members of the public to contact the Project Team directly, via the project website, project phone line and project personnel to ensure that the Project Team is viewed as a trusted and accurate source of information;
- To develop relationships with communities and stakeholders and to facilitate information sharing for this and future phases of the proposed Project; and
- To ensure consultation and engagement is carried out in a transparent and meaningful way while complying with the regulatory requirements for consultation under the EIA Regulations and the Aarhus Convention. This allows opportunities to be identified to factor mitigation measures into the design of the proposal.

8.3.2 Project Roadmap

At the outset the project team developed a project roadmap (see Diagram 8.1) to help guide the consultation and engagement process and to show how consultation feeds into the technical development of the project. The project roadmap or timeline acted as a visual aid and set out the stages of project development and the associated stages of public consultation.



Diagram 8.1: Project Roadmap

Public consultations were conducted in line with the project roadmap to ensure the most meaningful contribution to design phases. These non-statutory consultation periods invited stakeholders to provide feedback in the form of a submission. Stakeholders made submissions primarily through email and post. In the three-year period, and in line with the project roadmap, a number of public consultation periods were carried out. These submissions are an effective way of understanding the concerns and feedback of interested individuals and impacted stakeholders. Further details of the consultation periods are outlined later in this chapter.

Meaningful consultation requires that the submissions and views of stakeholders are taken into account. This chapter and the previously published consultation and technical reports, detail how this was achieved for the MetroLink project.

8.3.3 Organisational Structure of the Stakeholder Engagement Team

At the outset of the project a Stakeholder Engagement Team was established to ensure stakeholders were identified and consulted accordingly. This enabled proper allocation of resources and attention to

impacted stakeholders. This also allowed for direct access and open dialogue between members of the Project Team and the public. Throughout the project development, stakeholders were encouraged to participate and provide feedback to the Project Team.

The Stakeholder Engagement Team consists of a TII Public Relations Manager/Communications Director, two Stakeholder Communications Coordinators and a Stakeholder Engagement Assistant who worked in unison with Jacobs/Idom Stakeholder Engagement Lead, Stakeholder Engagement Coordinator and Stakeholder Engagement Assistant (Refer to Diagram 8.2). Regular meetings took place between TII and Jacobs/Idom to ensure a consistent approach to communication at all times.

Internal stakeholder management meetings commenced in 2019 between TII and Jacobs/Idom and took place every two weeks. The purpose of these meetings was to discuss ongoing stakeholder engagement, upcoming meetings and events, and all other business related to communicating the proposed Project to the public. These meetings quickly became crucial to issues management, cross team collaboration and maintaining a high level of awareness and engagement with stakeholders at all levels.

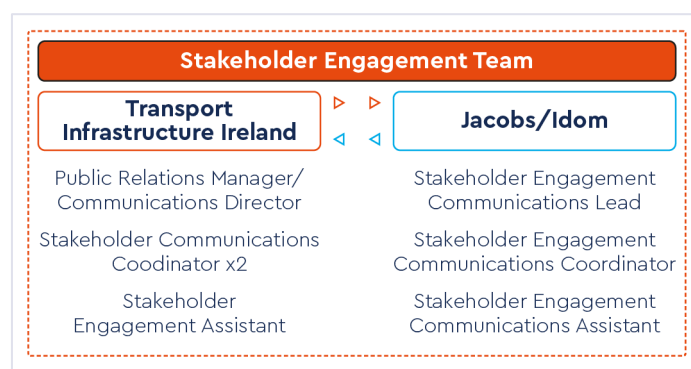


Diagram 8.2: Stakeholder Engagement Team

8.3.4 Communications Channels

A range of communications channels were used throughout the development of the MetroLink project to ensure information was readily accessible and to provide a mechanism for members of the public to participate in the proposed Project (refer to Diagram 8.3). The proposed Project communication channels were initially made available from March 2018 and were updated as the project progressed. The various communications channels are summarised in the following sections.



Diagram 8.3: Communication Channels

8.3.4.1 Project Website

A dedicated project website was launched for the EPR Public Consultation at www.metrolink.ie on 22 March 2018. The website acted as a consultation portal whereby people could review the published EPR documentation including the public consultation brochure and route maps. It also gave the public the option of submitting an online submission form. Supporting documentation and reports were uploaded

to this website at the beginning of the consultation period. The website also detailed contact opportunities with an email address, Freepost address and dedicated project phonenumber.

The website was updated for the Preferred Route Consultation on 26 March 2019 to provide the public and stakeholders with an accurate and reliable source of information related to the proposed Project and again facilitated online submissions (refer to Diagram 8.4). In addition to supporting the consultation process, the website also provides a platform where all the technical documents, including reports and maps, can be accessed by members of the public. The website is easy to use, accessibility friendly and also available in Irish.

The website proved an effective way of delivering up-to-date information to stakeholders 24 hours a day. A trusted online access point was essential for the proposed Project. The website address was publicised in all project material. The project website has had over 310,000 page views from 26 March 2019 to 08 August 2022. Screenshots from www.metrolink.ie are shown in Diagram 8.4. Screenshots from www.metrolink.ie are shown in Diagram 8.4.

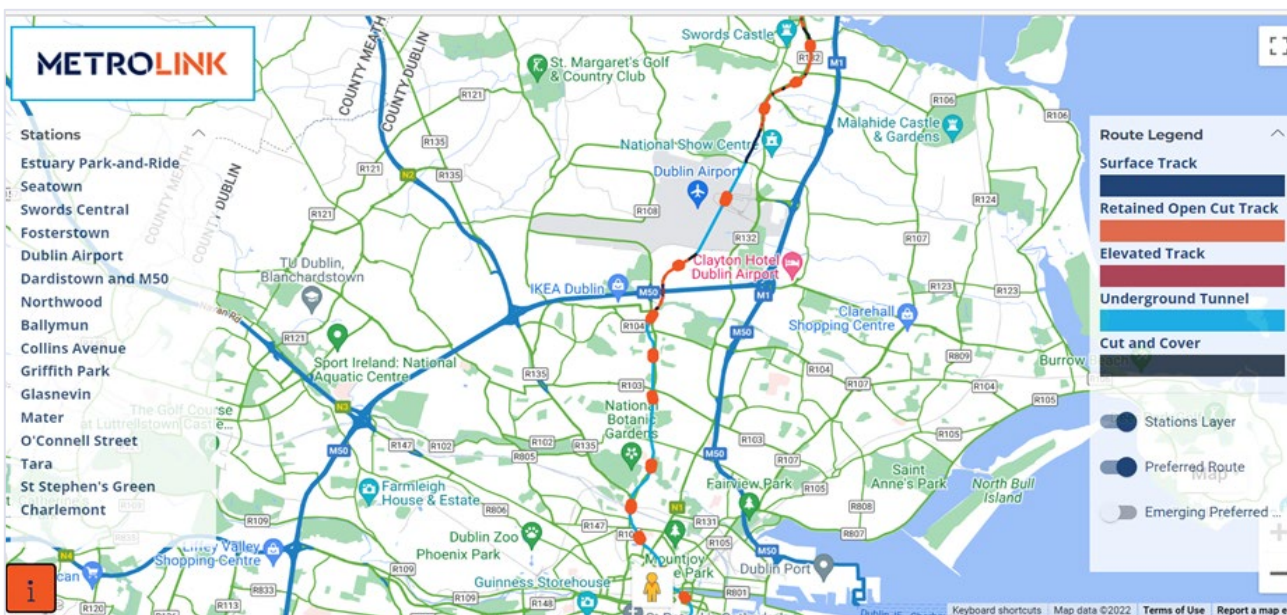
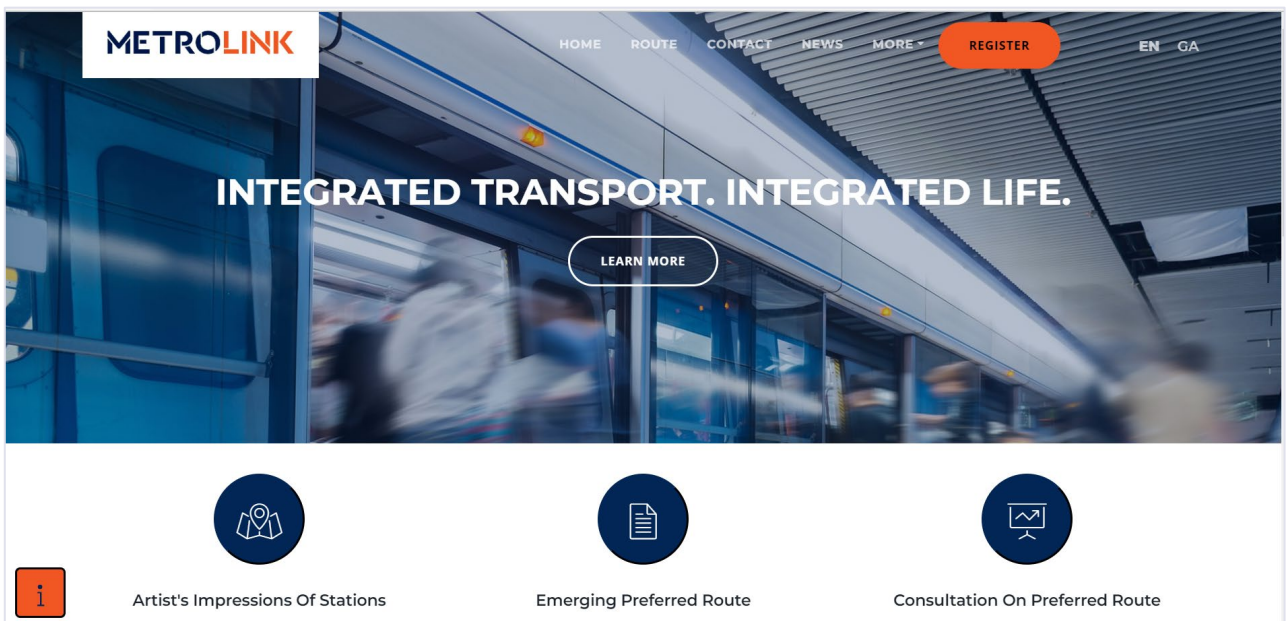


Diagram 8.4: Screenshots from www.metrolink.ie

8.3.4.2 Project Information Service

In addition to the project website, a dedicated project information service was established in March 2018 to enable all stakeholders and members of the public to contact the Project Team directly. The service consisted of a dedicated project Freephone number, project email address, project postal address and associated social media channels.

The Project Information Service will continue to be provided through the following channels:

- Freephone: 1800 333 777. The project phonenumber was manned between 09:00 and 17:00, Monday to Friday, from March 2018 until the lodgement of RO and will continue to be monitored throughout the statutory process. A messaging service was available for out-of-hours service. This service was maintained throughout the COVID-19 remote working restrictions;
- Email: info@metrolink.ie (general), press@metrolink.ie (press). The project email address, info@metrolink.ie, was established in March 2018 and was a continual method of communication with the Project Team. The number of emails coming through varied, with peaks occurring during public consultation periods. The Project Team would answer any stakeholder queries that came through the project email;
- Social Media: Twitter https://twitter.com/MetroLink_ie and LinkedIn <https://ie.linkedin.com/company/metrolink-ireland>; and
- Post: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

8.3.4.3 Communication Materials

To facilitate public participation, a range of communication materials was generated during each period of non-statutory public consultation, including:

- Advertisements in the national and local press and on the radio;
- Media press release;
- Social media posts;
- Non-technical website text;
- Information leaflets;
- Infographics;
- FAQ document;
- Public consultation documents;
- Displays and posters;
- Maps;
- Accessible materials such as braille maps; and
- Appropriate guideline documents.

Communications materials were available at each public consultation information event such as a consultation brochure, an information leaflet, pull up displays, maps, a submission feedback form and braille maps. This documentation was also available in Irish.

8.3.4.4 Print Media

Press releases were issued to local and national media organisations throughout the lifecycle of the proposed Project to keep the public informed of public consultation open days and project progress. Examples of the press releases issued for the EPR Consultation, Preferred Route Consultation and Albert College Park Local Area Consultation can be found in Appendix A8.1.

A selection of published media clippings on the proposed project can be found in Appendix A8.2.

8.3.4.5 Social Media

The National Transport Authority and TII social media channels were used to promote the proposed Project and consultation periods. Both social media accounts were also used to respond to questions and statements by people on the proposed Project. They informed stakeholders on when and how to submit their views during consultation periods and provided regular updates via:

- Twitter: @TFLupdates and @METROLINK_IE; and
- LinkedIn: MetroLink.

Snippets of social media posts can be found in Appendix A8.3.

8.3.5 Consultation Activities

8.3.5.1 Pre-Application Consultation

Nine pre-application consultation meetings have taken place with An Bord Pleanála in advance of the RO submission. These meetings allowed the Project Team to provide to the Board an overview of the proposed project and an outline of key environmental issues being considered in the EIAR. In the final pre-application meeting procedural processes and matters were agreed with the Board having regard to the lodgement of the RO Application. The minutes of each of these pre-application consultation meetings are available from An Bord Pleanála under reference ABP-302010-18. The dates of these meetings are listed below.

Table 8.1: Number of Meetings held between 2018 and 2021

Meeting No.	Date
1	6 November 2018
2	6 December 2018
3	29 May 2019
4	8 November 2019
5	17 December 2019
6	28 October 2020
7	31 March 2021
8	15 September 2021
9	28 October 2021

8.3.5.2 Stakeholder Meetings

This section outlines the stakeholder meetings that have taken place throughout the development of the proposed Project. Meetings and communications have taken place outside of the periods of non-statutory public consultation as required.

Since January 2018, 1,331 meetings have taken place and more than 107 organisations have been met by Project Team members, including representatives from Fingal County Council (FCC), and Dublin City Council (DCC), Irish Water, Dublin Airport Authority (DAA), the Mater Hospital and Trinity College Dublin. The meetings took place over a four-year period from 2018 to 2022. However, consultations and meetings are still ongoing in order to ensure that stakeholders are fully apprised and updated on the details of the proposed Project.

FCC and DCC were met regularly by the Project Team to discuss the ongoing development of the proposed Project. Table 8.2 outlines the meetings that took place with stakeholders over the course of the proposed Project from 2018 to 2022.

The full meeting register can be found in Appendix A8.19 of this report.

Table 8.2: Name of Key Stakeholders and Number of Meetings held between 2018 and 2022

Stakeholders	Annual and Total Numbers of Meetings					
	2018	2019	2020	2021	2022	Total Meetings
Fingal County Council (FCC)	6	16	52	44	3	121
Dublin City Council (DCC)	11	25	34	17	1	88
An Bord Pleanála	2	3	1	3	-	9
An Garda Síochána		1	2	2	-	5
Potentially impacted land and property owners (Residents, Resident Associations, Private/Public Commercial Businesses)	26	97	38	56	32	249
Utility companies including Irish Water	14	43	18	35	2	112
Other Educational Institutions	4	6	2	6	-	18
Dublin Fire Brigade (DFB)	6	10	7	13	1	37
Houses of the Oireachtas	-	1	-	-	-	1
Department of the Taoiseach	1	-	-	-	-	1
Construction Industry Federation (CIF)	-	2	-	-	-	2
National Transport Authority (NTA)	22	54	68	71	11	226
Office of Public Works (OPW)	4	3	2	4	-	13
Rotunda Hospital (RH)	2	3	-	-	-	5
Mater Misericordiae University Hospital (MH)	1	4	1	1	-	7
Lissenhall Veterinary Surgery	-	1	-	-	-	1
Ó'Scanaill and Associates Veterinary	0	2	-	-	2	4
Interested Individuals	20	26	8	7	6	67
Irish Rail (IR)	4	15	26	13	3	61
Inland Fisheries Ireland (IFI)	-	1	1	1	-	3
St Joseph's Church	1	1	1	-	1	4
Our Lady of Victories Church	1	1	1	-	1	4
Our Lady of Dolours	1	-	-	-	-	1
Dublin Cycling Campaign	-	2	-	2	-	4
Dublin City Council Drainage Division	-	-	-	2	-	2
Dublin City Council Traffic Fibre	-	-	-	2	-	2
Irish Aviation Authority (IAA)	-	1	1	-	-	2
National Treatment Purchase Fund	-	-	2	-	-	2
Dublin Central Limited Partnership (DCLP)/Hammersons	1	4	40	61	8	114
Comer Group Ireland	1	3	1	1	-	6
Bovale Development	-	2	1	2	1	6
Bartra Capital Property	-	3	1	1	1	6
Rohan Holdings Limited	-	4	-	1	-	5
ABP Food Group	2	1	-	1	1	5
Other Developers	-	-	-	1	1	2

Stakeholders	Annual and Total Numbers of Meetings					
	2018	2019	2020	2021	2022	Total Meetings
Sports Associations/ Facilities	2	9	5	9	4	29
Commission for Railway Regulation (CRR)	-	6	4	1	-	11
Waterways Ireland	-	2	-	-	2	4
Department of Culture, Heritage and the Gaeltacht	1	1	2	-	-	4
Dún Laoghaire–Rathdown County Council	1	-	-	-	-	1
NTA BusConnects	3	2	1	-	-	6
Eastern-Midlands Waste Management Region	-	2	1	3	3	9
Trinity College	3	12	2	1	-	18
Scoil Mobhí	-	4	-	1	-	5
Dublin Airport Authority	5	11	24	7	2	49
Total meetings	145	384	347	369	86	1331

8.3.5.3 Engagement with Educational Facilities Along the Proposed Route

The Project Team has met and engaged with a number of educational facilities along the proposed route since 2019.

Table 8.3 outlines the summary of the main concerns raised at these meetings and the associated EIAR chapter for further information.

A detailed list of summarised questions and comments received from stakeholders and response from the Project Team can be found in Appendix A8.18.

Table 8.3: Summarised concerns raised during consultation with Educational Facilities and associated EIAR chapter

Educational Facilities	Concerns Raised During Consultation	EIAR Reference
Boys Senior Schools	Location of Collins Avenue station	Chapter 7 Alternatives presents a summary of decision making leading to the proposed MetroLink alignment and station locations.
	Air quality and dust	Chapter 16 Air Quality presents an assessment of potential air quality and dust impacts. Mitigation measures are presented in Chapter 16 and in the draft Construction Environmental Management Plan (CEMP) (Appendix A5.1).
	Flooding	A Flood Risk Assessment has been prepared for the proposed Project and is summarised in Chapter 18 and can be read in full in Appendix A18.5.
	Health and Safety of children	The CEMP outlines measures to protect risk to children and others arising during the construction phase. In addition, Chapter 10 Human Health presents an analysis of the potential health related impacts and mitigation measures required.
Girls Senior schools	Air quality and dust	Chapter 16 Air Quality presents an assessment of potential air quality and dust impacts. Mitigation measures are presented in Chapter 16 and in the draft

Educational Facilities	Concerns Raised During Consultation	EIAR Reference
		Construction Environmental Management Plan (CEMP) (Appendix A5.1).
	Noise and general disruption particularly to children with sensory issues	Chapter 13 and Chapter 14 present a review of the potential noise impacts of the proposed Project with recommended mitigation measures. Furthermore, a Noise Mitigation Strategy has been developed for the proposed Project which presents a procedure for managing noise impacts during the construction phase and complaints arising. There is specific provision in this document to provide additional mitigation (on a case-by-case basis) for vulnerable persons.
	School drop-off and traffic congestion	The potential impacts of the proposed Project during the construction phase of the project are addressed in Chapter 9 (Traffic & Transport). The chapter outlines mitigation measures to manage traffic management including a Scheme Traffic Management Plan (STMP) (Appendix A9.5). In addition, specific measures to manage the movement of HGVs and other vehicles entering work compounds have been outlined in the CEMP (Appendix A5.1)
Co-ed secondary schools	Concerns were raised with regards to traffic congestion and safety of children during construction.	The potential impacts of the proposed Project during the construction phase of the project are addressed in Chapter 9 (Traffic & Transport). The chapter outlines mitigation measures to manage traffic management including a Scheme Traffic Management Plan (STMP) (Appendix A9.5). In addition, specific measures to manage the movement of HGVs and other vehicles entering work compounds have been outlined in the CEMP (Appendix A5.1)
Community Youthreach	Traffic congestion and impact as a result of construction	The potential impacts of the proposed Project during the construction phase of the project are addressed in Chapter 9 (Traffic & Transport). The chapter outlines mitigation measures to manage traffic management including a Scheme Traffic Management Plan (STMP) (Appendix A9.5).
Irish speaking Primary schools	Concerns were raised in relation to diesel emissions, additional traffic volumes and dust generation from construction vehicles and the general health and safety of children in close proximity to construction sites. The noise and vibrations from the works were also of concern and it was suggested that noise could cause stress for the pupils and staff.	The potential impacts arising, and the mitigation measures required during the construction phase have been addressed in a number of chapters including: <ul style="list-style-type: none"> ▪ Chapter 5 (Metrolink Construction Phase); ▪ Chapter 10 (Human Health) ; ▪ Chapter 13 (Airborne Noise & Vibration); and ▪ Chapter 16 (Air Quality). The CEMP (Appendix A5.1) also outlines measures that will be used to mitigate potential impacts during the construction phase.
Co-educational Irish secondary schools	Diesel emissions	The potential for potential impacts on air quality and the measures required to mitigate those impacts are outlined in Chapter 16 (Air Quality).
	Additional traffic congestion	The potential traffic impacts of the proposed Project during the construction phase of the project are addressed in Chapter 9 (Traffic & Transport). The chapter outlines mitigation measures to manage traffic management including a Scheme Traffic Management Plan (STMP) (Appendix A9.5).

Educational Facilities	Concerns Raised During Consultation	EIAR Reference
	Noise and vibrations from construction	Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise) present a review of the potential noise impacts of the proposed Project with recommended mitigation measures. Furthermore, a Noise Mitigation Policy (Appendix A14.6) has been developed for the proposed Project which presents a procedure for managing noise impacts during the construction phase and complaints arising. There is specific provision in this document to provide additional mitigation (on a case-by-case basis) for vulnerable persons.
	Dust generation from construction vehicles and the general health and safety of children.	The potential for potential impacts arising from construction vehicles on air quality and health and the measures required to mitigate those impacts are outlined in Chapter 10 (Human Health) and Chapter 16 (Air Quality). In addition, specific measures to mitigate dust emissions are detailed in Appendix A16.4 Dust Management Plan.
Junior Colleges	Concerns about child safety during construction. It was requested that continuous noise and vibration monitoring is put in place for the duration of the construction activities.	Noise mitigation and monitoring will be introduced as outlined in Chapter 13 (Airborne Noise & Vibration). The CEMP (Appendix A5.1) also outlines measures that will be used to mitigate potential impacts during the construction phase having regard for the health and safety of the public.
Senior Colleges	Issues were raised about noise and vibration and the safety of students during construction.	Potential noise impacts will be mitigated by measures as outlined in Chapter 13 Airborne Noise & Vibration. The CEMP (Appendix A5.1) also outlines measures that will be used to mitigate potential impacts during the construction phase having regard to the health and safety of the public.
Third-level Institutions	Impact on sensitive equipment located within the campus buildings and mitigation measures.	The potential for impacts on sensitive equipment arising from electromagnetic interference has been assessed in full in Chapter 11 (Population & Land Use) with mitigation measures proposed.
	Groundborne Noise and Vibration	Furthermore, potential impacts associated with Groundborne Noise & Vibration are addressed in Chapter 13 with mitigation measures outlined.
	The Project Team were asked to look at a number of alternative routes that might mitigate their concerns.	As described in Chapter 7 (Alternatives) the proposed Project alignment was altered at Trinity College Dublin to move further away from the locations of known sensitive equipment.

8.3.5.4 STEPS

Science, Technology and Engineering Programme for Schools (STEPS) Engineers Week is a campaign held annually to promote engineering as a career and the importance of the profession to Ireland. The initiative is coordinated by Engineers Ireland’s STEPS programme and supported by TII and other leading industry bodies.

During STEPS Engineers’ Week 2020 which was held from Saturday, 29 February 2020 – Friday, 6 March 2020, engineers from TII engaged with six schools along the proposed Project route to showcase the proposed Project to over 500 students. The Project Team highlighted the role of engineers and the importance of site safety and the environment through activities, presentations, and hands-on learning.

A photo from Engineers Week can be found in Appendix A8.17.

8.3.5.5 Consultation with Residential Property/Landowners and Resident Associations

The Project Team is acutely aware of the potential impacts of the proposed Project to residential property/landowners and resident associations in particular and as a result ongoing engagement and negotiation was undertaken to allow these stakeholders time to consider the proposals.

Significant consultations took place with all owners of properties and lands which are affected by the proposed Project. In some cases, properties or land may have to be acquired to facilitate the construction of MetroLink. These discussions were of a sensitive nature, requiring one-to-one meetings.

The proposed Project established a dedicated Landowner Liaison Officer that aimed to provide landowners with a point of contact while endeavouring to address any issues related to the proposed Project which may be of concern to individual landowners.

Information about properties impacted by the Construction and/or Operational Phases of the proposed Project can be found in Chapter 21 (Land take).

Since 2018, there have been over 200 meetings held. Members of the MetroLink Engineering and Environment team have continuously engaged with landowners, residential property owners and resident associations potentially affected by the proposed Project. A summary of the main concerns raised at these meetings can be found in Table 8.4 below. A detailed list of summarised questions and comments received from stakeholders and response from the Project Team can be found in Appendix A8.18.

Table 8.4: Summarised concerns raised during consultation with residential property/landowners and resident associations and reference to how these concerns are addressed in the EIAR

Residential Property/Landowners and Resident Associations	Concerns Raised During Consultation	EIAR Reference
Private Family Residences & Landowners	Concerns were raised about the Impact on residential property and the possible acquisition of entire properties and land. Concerns were raised about the impact of the proposed Project on houses and lands.	Chapter 21 (Land take) outlines the potential impacts associated with land take.
Families with Disabled members	Concerns were raised about property acquisition and relocating elderly and or sick/disabled people.	Property acquisition issues are assessed in Chapter 11 (Population and Land Use) and issues related to land take are assessed in Chapter 21 (Land take). When noise and vibration limits are exceeded, mitigation measures may be required including temporary relocation as discussed in Chapter 13 (Airborne Noise & Vibration).
Resident Associations	Questions about the possibility of residents moving out while work is ongoing. Compulsory Purchase Order (CPO) dates, settlement value and loss of tenants. Concerns about the impact on gardens and how much land take will be required. Concerns were raised about CPO or part CPO of home and/or garden.	Severance issues are assessed in Chapter 11 (Population & Land Use) and Chapter 21 (Land take). When noise and vibration limits are exceeded, mitigation measures may be required including temporary relocation as discussed in Chapter 13 (Airborne Noise & Vibration).

8.3.5.6 Consultation with Non- Residential Property Owners

Consultation meetings also took place with owners of non-residential properties which are affected by the proposed Project. In some cases, commercial properties may have to be acquired to facilitate the construction of MetroLink. These discussions were of a sensitive nature, requiring one-to-one meetings.

The Project Team is acutely aware of the impact of the proposed Project to these property owners and thus began early engagement and negotiation to allow these property owners time to consider the proposals.

Properties impacted by the Construction and/or Operational Phases of the proposed Project can be found in Chapter 21 (Land take).

A detailed list of summarised questions and comments received from stakeholders and response from the Project Team can be found in Appendix A8.18.

Non-residential property owners and developers potentially affected by the proposed Project have been consulted by members of the MetroLink Engineering and Environment team since 2018. A summary of key concerns raised at these meetings can be found below.

Table 8.5 Summarised concerns raised during consultation with non-residential property owners and reference to how these concerns are addressed in the EIAR

Non-Residential Property Owners	Concerns Raised During Consultation	EIAR Reference
Private Businesses	Concerns about the extent and impact of the proposed Project on businesses and commercial sites. Issues about the impact of current route and station design, potential demolition of retail spaces.	Potential for impacts on commercial sites have been assessed in Chapter 11 (Population & Land Use) and both temporary and permanent land take have been assessed in Chapter 21 (Land take).
Hospitals	Concerns were raised about the significant impact on facilities and the possibility of finding an alternative location was raised.	Chapter 7 (Alternatives) of the EIAR outlines a comprehensive assessment of alternatives undertaken during the development of the proposed Project.
	Concerns were raised as to the Impact on facilities having regard to the proximity to facilities.	Chapter 10 (Human Health) assesses the potential impacts on human health and on healthcare facilities arising from the proposed Project.
Hospitality Sector	A key concern raised was in relation to disruption of businesses and loss of car parking spaces.	The predicted duration of the construction phase is presented in Chapter 5 (MetroLink Construction Phase). Potential Impacts on business having regard to tourism and hospitality was assessed in Chapter 11 (Population & Land Use). Potential impacts on car parking during the Construction Phase is addressed in Chapter 5 (Construction Phase), Chapter 9 (Traffic and Transport) and Chapter 11 Population and Land Use.
Business Sites	Concerns were raised about probable demolitions. Traffic congestion, noise, dust effects on businesses. Key concerns were raised in relation to the impact on the land, planning process and timeline for construction.	The required demolitions to facilitate the proposed project are outlined in Chapter 5 (MetroLink Construction Phase). An assessment of planning implications arising from the proposed Project are presented in the Planning Report associated with this EIAR. Potential impacts on car parking during the Construction Phase is addressed in Chapter 5

Non-Residential Property Owners	Concerns Raised During Consultation	EIAR Reference
	<p>Concerns were raised about the impact on car spaces.</p>	<p>(MetroLink Construction Phase) and Chapter 9 (Traffic & Transport).</p> <p>A Park & Ride facility will be provided for the proposed Project at Estuary as discussed in Chapter 4 (Description of the MetroLink Project).</p> <p>The potential impacts arising, and the mitigation measures required during the Construction Phase have been addressed in a number of chapters including:</p> <ul style="list-style-type: none"> ▪ Chapter 5 (Construction Phase); ▪ Chapter 9 (Traffic & Transport); ▪ Chapter 10 (Human Health); ▪ Chapter 13 (Airborne Noise & Vibration); and ▪ Chapter 16 (Air Quality). <p>The CEMP (Appendix A5.1) also outlines measures that will be used to mitigate potential impacts during the construction phase.</p>
<p>Transport Organisations</p>	<p>Traffic congestion, parking, noise and dust effects.</p>	<p>The potential impacts arising, and the mitigation measures required during the construction phase have been addressed in a number of chapters including:</p> <ul style="list-style-type: none"> ▪ Chapter 5 (Construction Phase); ▪ Chapter 9 (Traffic & Transport); ▪ Chapter 10 (Human Health); ▪ Chapter 13 (Airborne Noise & Vibration); and ▪ Chapter 16 (Air Quality). <p>The CEMP (Appendix A5.1) also outlines measures that will be used to mitigate potential impacts during the construction phase.</p>
<p>Developers</p>	<p>The impact the proposed Pproject will/would have on development proposals for key landbanks along the alignment.</p> <p>Concerns were raised with regards to future developments that may cause cumulative impacts with MetroLink.</p>	<p>Chapter 21 (Land take) assess the potential impacts on property and land. Furthermore, the Planning Report outlines compliance of the proposed Project with land use development plans.</p> <p>Chapter 30 (Cumulative impacts of interaction between other projects) assess the potential cumulative impacts arising from the proposed Project and other approved projects.</p>
<p>Healthcare Facilities</p>	<p>Concerns were raised about acquisition of site and use as a construction compound.</p> <p>Questions were raised about the size of the strip of land required, planning process, CPO process.</p> <p>Traffic Congestion, noise and dust effects.</p>	<p>Severance issues are assessed in Chapter 11 (Population & Land use) and land take is assessed in Chapter 21 (Land Take).</p> <p>Traffic impacts and required mitigation measures are discussed in Chapter 9 (Traffic & Transport)</p> <p>Chapter 5 (MetroLink Construction Phase) describes the construction phase in detail and the CEMP (Appendix A5.1) outlines measures to control potential impacts such as noise and dust.</p> <p>Furthermore, these are assessed, and mitigation measures provided where required in Chapter 14 (Airborne Noise & Vibration) and in Chapter 16 (Air Quality).</p>
<p>Retailers</p>	<p>Concerns were raised about the likelihood of permanent and temporary land acquisition.</p>	<p>Temporary and permanent Land Acquisition is addressed in Chapter 21 (Land Take).</p>

Non-Residential Property Owners	Concerns Raised During Consultation	EIAR Reference
Utility Providers	Concerns were raised about the temporary requirement of lands for years which would prevent the development of the site.	Temporary and permanent Land Acquisition is addressed in Chapter 21 (Land Take).
Sports Associations / Facilities	Concerns were raised about the impact on playing pitches Possible extension of pitches, parking and potential for extra playing pitches.	Any direct impacts on playing pitches have been addressed in the design for the proposed Project as discussed in Chapter 4 (Description of the MetroLink Project).
Environmental Bodies	Concerns about disruption to green area, footbridge and biodiversity.	Potential impacts on landscape are assessed in Chapter 27 (Landscape & Visual) with mitigation measures proposed where required. Potential impacts on areas of ecological value are assessed in Chapter 15 (Biodiversity) and mitigation measures are proposed where required.
	Traffic Congestion, noise, dust effects and vibration	Potential impacts associated with traffic congestion during the construction and operational phases of the proposed Project are addressed in a number of chapters with mitigation measures proposed where required. The chapters of most relevance are: <ul style="list-style-type: none"> ▪ Chapter 9 (Traffic & Transport); ▪ Chapter 10 (Human Health); ▪ Chapter 11 (Population & Land Use); ▪ Chapter 13 (Airborne Noise & Vibration) ; and ▪ Chapter 16 (Air Quality).
	Concerns about tunnel depth, distance from tunnel and subsidence.	A robust analysis of potential effects of settlement during the Construction Phase has been undertaken with potential impacts on buildings, infrastructure, utilities and soils/geology and required mitigation outlined in the following chapters: <ul style="list-style-type: none"> ▪ Chapter 5 (MetroLink Construction Phase); ▪ Chapter 20 (Soils & Geology); ▪ Chapter 22 (Infrastructure & Utilities); and ▪ Chapter 26 (Architectural Heritage). Chapter 14 (Groundborne Noise & Vibration) addresses any settlement and outlines mitigation measures where required.
Churches / Religious Organisations	Concerns were raised about traffic congestion, parking and noise. Churches were concerned about the impact of construction on stained glass windows, access, noise and property boundary to differentiate between church and public land as well as potential Settlement risk.	The potential traffic impacts arising from the proposed Project during the construction phase and the operational are assessed in Chapter 9 (Traffic & Transport). Mitigation measures and traffic management requirements are outlined in the chapter and associated Appendices. Chapter 13 (Airborne Noise & Vibration) assess potential impacts from traffic noise and proposes mitigation measures where required. Chapter 14 (Groundborne Noise & Vibration) presents an assessment of Air Overpressure, and potential associated impacts on stained glass. A robust analysis of potential effects from settlement during the construction phase has been undertaken with potential impacts on buildings, and required

Non-Residential Property Owners	Concerns Raised During Consultation	EIAR Reference
		mitigation outlined in Chapter 5 (MetroLink Construction Phase).

8.3.5.7 Consultation with Essential Services and Government Institutions

Consultation meetings took place with essential services facilities including An Garda Síochána and Dublin Fire Brigade that provide emergency services to the population.

Furthermore, relevant government organisations have also been met by Project Team members, including representatives from FCC, DCC and DAA.

A detailed list of summarised questions and comments received from stakeholders and response from the Project Team can be found in Appendix A8.18.

A summary of key concerns raised at these meetings can be found below.

Table 8.6 Summarised concerns raised during consultation with Essential Services & Government Institutions and reference to how these concerns are addressed in the EIAR

Essential Services & Government Institutions	Concerns Raised During Consultation	EIAR Reference
Essential Services	Safer and more manageable system for evacuation, ventilation, fire/rescue, emergency medical services intervention and also elimination of any possibility of head-on collisions.	The design developed for the proposed Project as described in Chapter 4 (Description of the MetroLink Project) has been developed to ensure that the highest safety standards are met. The design of the proposed Project has had full regard to the consultation responses from stakeholders (including those from CRR). These includes the provision of effective evacuation routes in the event of accidents and/or emergencies and access to the system for emergency services.
	Recommend all underground station buildings to be in accordance with the requirements of the Building Regulations 2006 to 2019.	The design of the proposed Project has been developed to ensure that all buildings are designed to be in compliance with the requirements of the Building Regulations. See Chapter 4 (Description of the MetroLink Project) for further details.
	Security and safety Hostile vehicle management	The proposed Project has been developed to ensure that the system as described in Chapter 4 (Description of the MetroLink Project) has been designed to the highest security and safety standards. Hostile Vehicle management measures have been included in the proposed design as described in Chapter 4 (Description of the MetroLink Project).
Government Institutions	Culture, heritage, biodiversity, and tourism. Climate change	Potential impacts on archaeological, architectural, cultural heritage and Climate are assessed with mitigation measures outlined where required in the following chapters: <ul style="list-style-type: none"> ▪ Chapter 25 (Archaeology & Cultural Heritage); ▪ Chapter 26 (Architectural Heritage); ▪ Chapter 15 (Biodiversity); and ▪ Chapter 17 (Climate).

Essential Services & Government Institutions	Concerns Raised During Consultation	EIAR Reference
	Provision for reasonable alternatives	Chapter 7 (Alternatives) of the EIAR outlines a comprehensive assessment of alternatives undertaken during the development of the proposed Project.
	Traffic congestion, noise, dust effects	Potential impacts associated with traffic congestion during the construction and operational phases of the proposed Project are addressed in a number of chapters with mitigation measures proposed where required. The chapters of most relevance are: <ul style="list-style-type: none"> ▪ Chapter 9 (Traffic & Transport); ▪ Chapter 10 (Human Health); ▪ Chapter 11 (Population & Land Use); ▪ Chapter 13 (Airborne Noise & Vibration); and ▪ Chapter 16 (Air Quality).
	Possible negative impacts relating to community severance, reduced accessibility to key services including medical, educational, commercial and public amenities during operational phases.	Potential impacts associated with severance has been fully assessed with mitigation measures, where required identified in Chapter 11 (Population & Land Use).
	Potential impacts of the proposed Project on architectural heritage.	Potential impacts on architectural heritage are assessed with mitigation measures outlined where required in Chapter 26 (Architectural Heritage)

8.3.5.8 Independent Professional Support

In order to ensure the protection of the residential amenities and commercial operations along the proposed route TII have implemented a number of measures to assist residents and business owners during the pre-planning and construction period of the proposed Project. These are outlined below.

8.3.5.9 Property Owners Protection Scheme

The Property Owners Protection Scheme (POPS) has been introduced to provide the assurance to any property owner of a private property located within the proposed Project area that there is a fast, free, independent survey service and redress scheme available to them on an individual basis to look after their concerns regarding any structural impact from the construction of MetroLink.

The scheme, which is easily accessible, cost-free, and open to all relevant property owners will be launched prior to the Construction Phase of the project. Under this scheme, property owners can choose one of three independent survey companies to undertake a condition survey on their property. The panel surveyor shall recommend the repairs required where they assess that damage to the property has been caused by the construction of MetroLink. Each of the reports will be shared with the property owner.

The POPS was introduced to the public through consultation and was formally advised to eligible property owners. The premise of the scheme is that any property owner of a private property located within the scheme area, may sign up to the POPS and avail of free, independent condition surveys of their property. Condition survey data will be gathered before, during and after construction.

8.3.5.10 Independent Engineering Expert

In September 2021, RINA Consulting was appointed as Independent Engineering Expert (IEE) for the proposed Project. Stakeholder Groups who may be affected by the construction and/or operation of the proposed Project have been invited to avail of independent engineering advice from the IEE in order to better understand the potential impacts of the project's design and the reasons behind any design decisions along the proposed alignment. All resident groups on the route were invited to meet with RINA and there has been a strong take up of the invitation.

The appointment of the IEE provides a key step in ensuring the independent explanation of the design and its impacts to Stakeholder Groups. RINA have provided clear information and advice and an understanding of the design, to enable the Stakeholder Groups to submit an observation to the Board. The IEE has sought additional information from TII following its meetings with the groups and this information has been promptly furnished to them.

The IEE will publish reports which will be posted on the project website www.metrolink.ie. The IEE will also meet with Stakeholder Groups to explain these reports and answer any related questions. The IEE will not assist Stakeholder Groups in writing their submissions or objections to the RO process but are able to provide technical and factual answers to their queries and to assist them in shaping and developing their concerns for inclusion in their submissions.

8.4 Consultation on the Emerging Preferred Route

8.4.1 Overview

The announcement of the Emerging Preferred Route (EPR) was made on 22 March 2018 with the inclusion of the first non-statutory consultation on the development of the EPR over a period of seven weeks, from 22 March 2018 to 11 May 2018 (Diagram 8.5).

The purpose of this first non-statutory consultation was to present the EPR and the concept design scheme for the proposed MetroLink Project and to elicit views of the public and stakeholders. To ensure maximum visibility and an opportunity for the public to meet the Project Team, venues at key locations were chosen to facilitate access to all members of the public. Staff were available at these venues to address any queries in relation to the proposed Project.



Diagram 8.5: Overview of the EPR Public Consultation Reach

8.4.2 Advertising the EPR Consultation

8.4.2.1 Stakeholder Emails

Prior to the launch of consultation, the Project Team sent an email to local Teachtaí Dála, Senators and Councillors (66 in total) notifying them that flyers announcing the EPR would be delivered to their constituency office. The flyers also contained information on the upcoming public consultation.

The Project Team also notified 163 public representatives of the upcoming EPR consultation.

On 30 October 2018, after the consultation closed, the Project Team emailed 3,808 stakeholders thanking them for their submissions and updating them on the next steps of the proposed Project.

Copies of the emails can be found in Appendix A8.4.

8.4.2.2 Newspaper Adverts

At the launch of consultation, advertisements were placed in national and regional newspapers. The advertisements introduced the proposed Project and provided information on how the public could submit their feedback. A copy of the advertisement can be found in Appendix A8.9.

8.4.2.3 Flyers

A flyer was produced and distributed to homes across north and south Dublin. The flyer included details of the EPR and public consultation and advised stakeholders on how to make a submission.

The EPR flyer can be found in Appendix A8.5.

8.4.2.4 Public Consultation Document on the Emerging Preferred Route

The Public Consultation Document on the EPR detailed the project description, background, need, route selection process and EPR, the brochure was available on www.metrolink.ie and at the consultation events.

A copy of the Public Consultation Document can be found in Appendix A8.7.

8.4.3 Consultation Events

Seven public consultation events were held so that local communities and stakeholders from all areas along the route could participate (Table 8.7).

Pictures from the consultation events can be found in Appendix A8.6.

These events were very well attended and allowed the public an opportunity to engage with the Project Team and learn about the proposed Project and how it affects them.

Table 8.7 Details of Public Consultation Events

Date	Venue	Times	Attendance
27 March 2018	Fingal County Council Offices	14:00 – 20:00	200
28 March 2018	Crowne Plaza Northwood	14:00 – 20:00	70
4 April 2018	Dublin City Council Offices	14:00 – 20:00	80
5 April 2018	▪ Glasnevin Museum Trust	▪ 14:00 – 20:00	▪ 125
9 April 2018	The Helix	14:00 – 20:00	1,665
16 April 2018	▪ Hilton Charlemont	14:00 – 20:00	408
18 April 2018	Clayton Leopardstown	14:00 – 20:00	59

8.4.4 Feedback Received

Following the seven public consultation events, a total of 7,591 submissions were received via phone, email, letter and from feedback forms provided at the events. These submissions covered a wide range of topics including general interest in the proposed Project, outright support for the proposed Project or support in principle subject to specific concerns related to various locations along the length of the route, including positive support from the St. Mobhi Road area. Almost 60% of these submissions were templates copied and signed by multiple individuals or petitions.

Diagram 8.6 shows the total split of these submissions per station location, with general overall submissions which were not attributed to any particular station grouped into the category of 'Project-Wide'. The three most referenced stations within the EPR submissions were Griffith Park Station (67%), Collins Avenue Station (13%) and Beechwood Station (6%). All other stations accounted for 1-2% of submissions received.

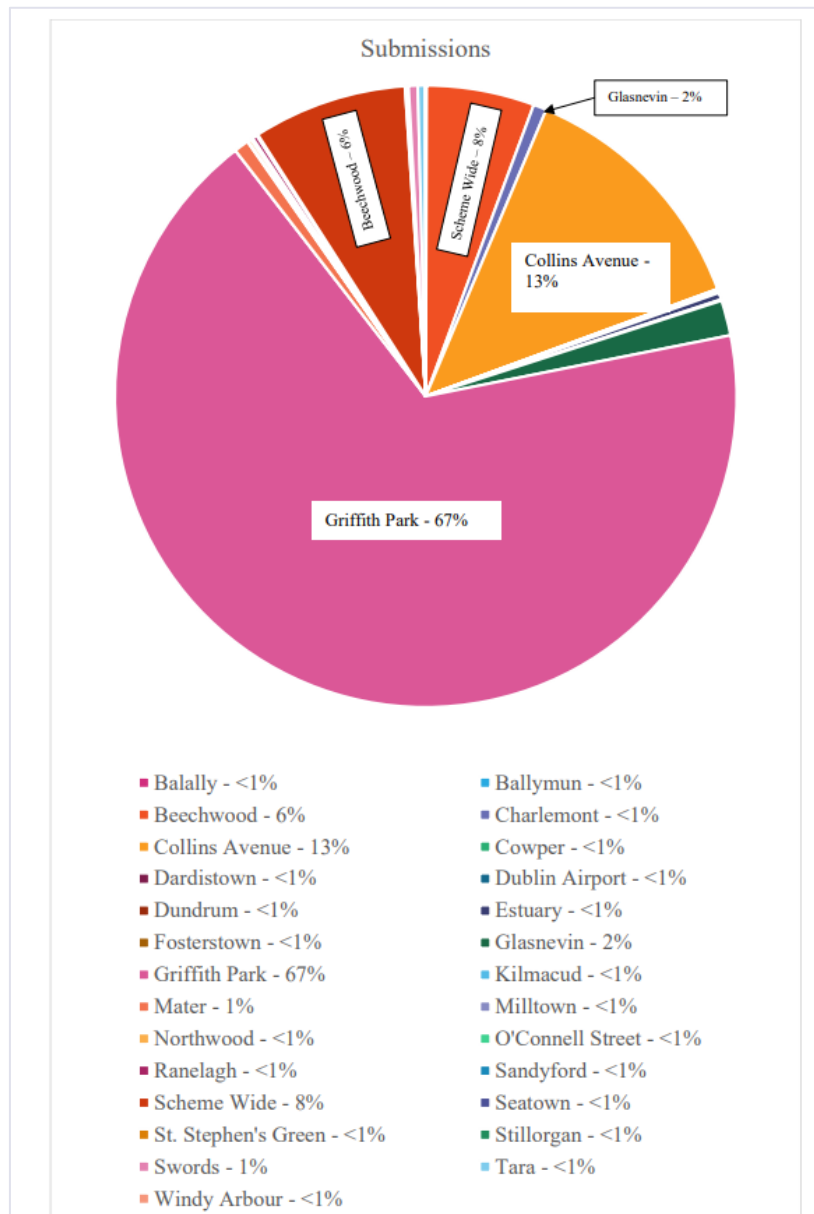


Diagram 8.6: Distribution of Submissions by Location

The largest number of submissions (67%) related to the proposed Griffith Park Station, the proposed land-take at Na Fianna GAA Club and potential impacts to the adjacent local schools, such as the health and safety of children accessing the schools that would share a boundary with a major construction site. The submissions (991) relating to the proposed Collins Avenue Station raised concerns about potential impacts to Our Lady of Victories Church and adjacent schools. These included comments such as health concerns arising from the construction-generated noise and dust.

The 425 submissions received in relation to the proposed Beechwood Station raised concerns about the potential impacts caused by the proposed Project, such as community severance. Submissions questioned whether the proposed Project would introduce a barrier to movement between the two sides of the community in the Beechwood/Cowper/Ranelagh area.

Table 8.8 provides a summary of the feedback received and the issues raised during the consultation period for the EPR.

Table 8.8: Summary of Issues Raised during the Non-Statutory Consultation Period for the EPR

EIAR Topic	Issues Raised in Relation to EIAR Topic	EIAR Reference
Alternatives	<p>Rerouting requests.</p> <p>Requests to extend the metro line to other areas of Dublin.</p>	<p>A full assessment of alternatives considered is presented in Chapter 7 (Description of Alternatives).</p>
Traffic & Transport	<p>Impacts on traffic and potential for traffic congestion due to construction</p> <p>Disruption to the Luas Green Line services during construction</p> <p>Provide good links to the bus network</p> <p>Ensure that pedestrian, cyclist and impaired mobility user connections and access are sufficient and safe</p> <p>Park and Ride Facilities should be suitably sized and appropriately connected.</p>	<p>Impacts on traffic and potential for traffic congestion due to construction is discussed in Chapter 9 (Traffic & Transport).</p> <p>Information on impacts to the Luas Green Line services during construction can be found in Chapter 9 (Traffic & Transport).</p> <p>More information on links to the bus network can be found in Chapter 9 (Traffic & Transport). Engagement with the BusConnects project team took place throughout the planning and design stages of the proposed Project.</p> <p>Information on pedestrian, cyclist and impaired mobility user connections and access can be found in Chapter 9 (Traffic &Transport).</p> <p>The Park & Ride Facility will have the capacity to hold 3,000 vehicles.</p>
Groundborne Noise & Vibration	<p>Impact of vibration from tunnelling on properties.</p>	<p>Engagement between experts and stakeholders has influenced the design of the proposed Project, and further information is outlined in Chapter 14 (Groundborne Noise & Vibration).</p>
Landtake	<p>Severance of development land</p> <p>Property acquisition.</p>	<p>Potential impacts on property are assessed in Chapter 21 (Landtake)</p> <p>Severance issues are assessed in Chapter 11 (Population &Land use).</p>
Infrastructure & Utilities	<p>Potential impact on utilities and infrastructure during the Construction Phase.</p> <p>Proposed diversions of utilities during the construction phase.</p>	<p>Ongoing engagement with utility and infrastructure providers has taken place throughout the development of the proposed Project.</p> <p>Chapter 22 (Infrastructure & Utilities) provides details on predicted impacts on utilities and infrastructure.</p>
Archaeology & Cultural Heritage	<p>Impact on heritage features.</p>	<p>Chapter 25 (Archaeology & Cultural Heritage) provides details of impacts to heritage and mitigation measures.</p>
Landscape	<p>Visual impact of vent shafts.</p> <p>Visual intrusion of elevated viaduct and pedestrian overbridges on residential areas and properties.</p>	<p>Chapter 27 (The Landscape) includes details of visual impacts.</p>

8.4.5 How Public Participation has Informed and Influenced the Project Development Process

As a result of the non-statutory consultation on the EPR, a number of significant changes were made to the proposed Project. The EPR Public Consultation Report was published by TII and the main findings are detailed in this section:

- A large number of submissions were received regarding disruption to the Green Line service during upgrade works. A decision was taken to amend the extent of the MetroLink route. The proposed Project now comprises the delivery of a metro system between Swords and Charlemont and no longer includes for the upgrading of the Luas Green Line between Charlemont and Sandyford to metro standard. Terminating the proposed Project at Charlemont

avoids disruption during construction along the Luas Green Line, which was frequently mentioned in submissions;

- There were over 5,000 submissions received in relation to the proposed use of Na Fianna grounds at Griffith Park as a construction compound and a TBM launch site based on potential impacts during the Construction Phase on the amenity value of CLG Na Fianna Club sports grounds and nearby schools and residents. Due to this feedback, a further analysis was undertaken and identified that a single bore tunnel option offered significant benefits, one being it would significantly reduce the scale of construction works at this location. An opportunity to locate a station at the site of Homefarm FC which when coupled with the change to single bore, removed the station and tunnel launch site from this location, satisfying the concerns of most stakeholders in the surrounding area;
- The TBM launch site at this location has been moved to Northwood, which is further out of the city and closer to the M50 Motorway. This also takes much of the Heavy Goods Vehicle activity out of the city, which was also a concern raised by stakeholders in their submissions;
- In relation to the Northwood Station, EPR submissions raised concerns on access to the station from residential areas. After further analysis, the Northwood Station has been moved and located south of Gulliver's Retail Park. The station is now directly under the junction of the R108 Ballymun Road and Northwood Avenue. This will allow passengers to access the station from either side of the R108;
- The relocation of O'Connell Street Station (off O'Connell Street) with an associated short alignment changes and changes to other station layouts;
- A revised alignment alongside the R132 Swords Bypass in cutting, rather than on elevated structures, with some associated changes to station locations;
- A revised location for the proposed Ballymun Station to the west side of the R108 Ballymun Road, thereby significantly reducing the potential traffic disruption during the construction phase;
- Reconfiguration of the proposed Glasnevin Station to reduce impacts on residential properties in the area; and
- Relocation of the depot from Estuary to Dardistown.

The full EPR Consultation Report 2018 was published on the project website (www.metrolink.ie) on 26 March 2019. A full copy of the EPR Consultation Report can be found in Appendix A8.7.

8.5 Consultation on Environmental Impact Assessment Scoping

In order to inform the development of the EIAR, an EIA Scoping Report was prepared, and key statutory and non-statutory stakeholders were identified and asked to consult on this report.

The EIA Scoping Report set out the proposed scope of work and methods to be applied in the development of the EIAR and the proposed structure and content of the EIAR.

The EIA Scoping Report was issued in May 2019 to stakeholders inviting them to provide their feedback. In total, 22 submissions were received. The summarised questions and comments received from stakeholders and response from the Project Team can be found in Appendix A8.18.

The stakeholders were given six weeks to comment on the points below:

- The adequacy of the scope of the proposed assessment for the EIAR;
- If there was any additional information that should be considered in the development of the proposed Project; and
- If there were any additional environmental issues that should be taken into consideration in preparing the EIAR.

8.6 Consultation on the Preferred Route

8.6.1 Overview

Following a review of the EPR and the issues raised during the EPR Consultation, the Preferred Route was determined. As outlined in the preceding section, the positive changes made to the EPR for the Preferred Route, addressed the majority of stakeholder concerns giving way to a very positive second period of non-statutory consultation.

The Preferred Route consultation took place over an eight-week period from 26 March 2019 to 21 May 2019 (Diagram 8.7). A total of 2,132 submissions were received by email, post and at consultation events.

The purpose of this consultation period was to present the Preferred Route and the key changes that were implemented following the consideration of feedback received during the consultation for the EPR, and to receive further feedback from the public on the design development. Consultation events took place at five venues across Dublin City and county. Venues were selected at key points along the route to ensure communities impacted by the proposed Project had at least one accessible venue.



Diagram 8.7: PR Event Information

8.6.2 Advertising the Preferred Route Consultation

8.6.2.1 Stakeholder Email

On Tuesday 26 March 2019, an email was issued to 190 public representatives and 4,268 stakeholders who had made a submission to the previous consultation and/or registered their interest in the proposed Project. This email advised recipients of the launch of the public consultation period and detailed how they could make a submission.

See Appendix A8.8 for the stakeholder email.

8.6.2.2 Newspaper Adverts

At the launch of consultation, 14 advertisements were placed in national and regional newspapers. These adverts ran between Wednesday 27 March and Sunday 31 March. The advertisements publicised the consultation period, provided information on the proposed Project and informed the public on how to make a submission.

A copy of the advertisement can be found in Appendix A8.9.

8.6.2.3 Flyers

A flyer was produced and distributed to 92,000 homes across north and south Dublin over a five-day period from 1 April to 5 April 2019. The flyer included details of the information events, a map of the route and how to make a submission.

A copy of the flyer can be found in Appendix A8.10.

8.6.2.4 Public Consultation Document on the Preferred Route

The Public Consultation Document detailed the background to the proposed Project and a station-by-station description of the Preferred Route. The document was available to download from the project website and hard copies were provided to attendees at the events. An Irish language version of the document was also available in hardcopy.

A copy of the Public Consultation Report can be found in Appendix A8.11.

8.6.2.5 Submission Forms

Hard copy submission forms were available in Irish and English at the information desk at the events. This was to give the stakeholders a choice to make submissions on the day. A submission box was also located with the Project Team at the sign-in desk. Submission forms could also be downloaded from the project website.

A copy of both the Irish and English language versions of the submission forms can be found in Appendix A8.12.

8.6.3 Consultation Events

Five public consultation events were held so that local communities and stakeholders from all areas along the route could participate. Pictures of the consultation events can be found in Appendix A8.13.

Diagram 8.8 outlines the time, location, and attendance of each event.

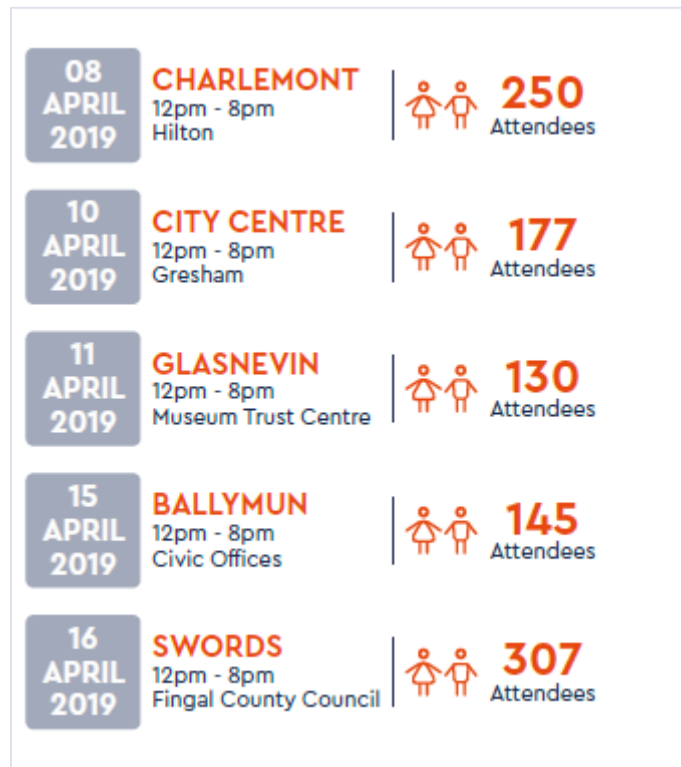


Diagram 8.8: Preferred Route Events

8.6.4 Feedback Received

Following the close of the Preferred Route consultation, a total of 2,132 submissions were received by email, post and at consultation events. These submissions were reviewed, analysed, and all consultation feedback was then provided to the Project Design and Environment teams for consideration.

Diagram 8.9 outlines the breakdown of submission by station. The largest number of submissions (653 or 31% of responses) was in relation to Tara Station and the impacts on College Gate and the Markievicz Leisure Centre. Submissions relating to the proposed station at Charlemont (489) noted potential impacts to nearby residential areas.

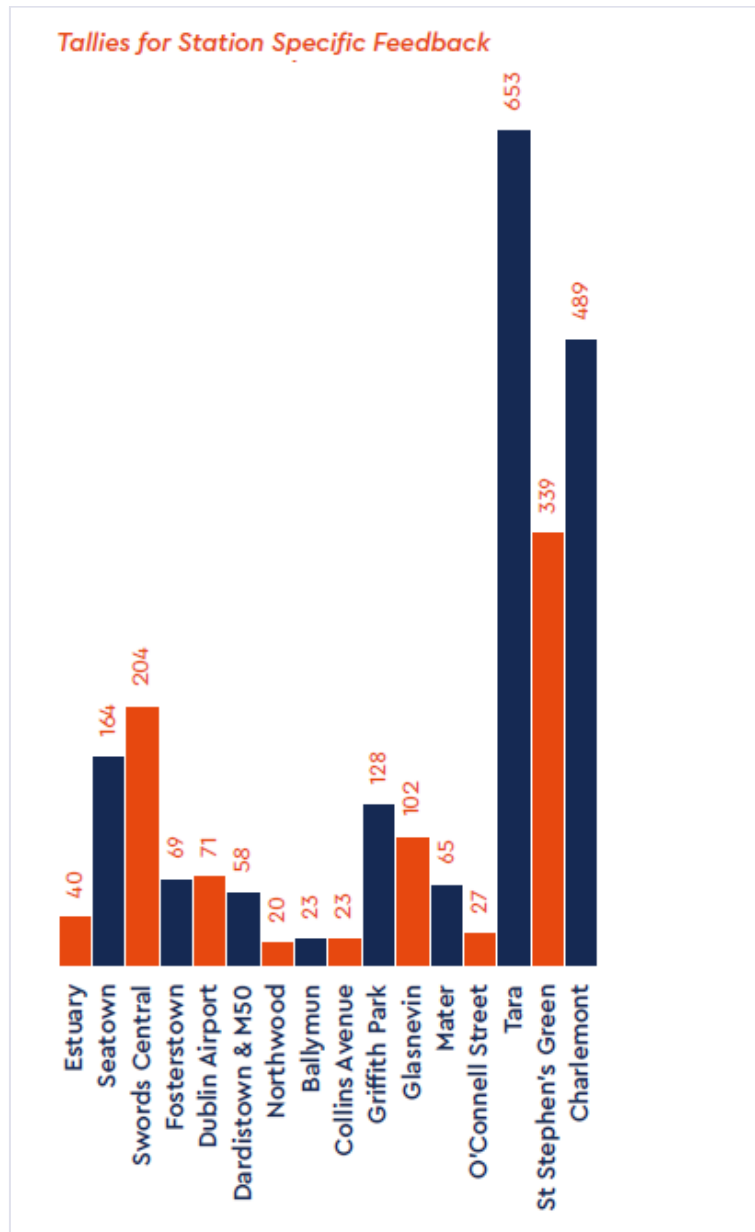


Diagram 8.9: Preferred Route Submission Breakdown

The main topics covered in the Preferred Route consultation are summarised in Table 8.9 below.

The Preferred Route Consultation Report can be found in Appendix A8.11. This report was published as part of the RO application.

8.6.5 How Public Participation Influenced the Project Development Process

Feedback provided to the Project Team during all consultations held for the MetroLink project has added to the knowledge of the Project Team and has informed the decision-making and design processes for the final proposed Project design now being submitted for RO.

Where specific alternatives, features, or constraints, locally known or otherwise, were identified in stakeholder submissions or in ongoing consultations, these have been checked by the relevant technical specialists to ensure they have been included in their assessments.

A full copy of the PR Consultation Report 2019 can be found in Appendix A8.11.

The table below outlines the issues raised, the consultation period the feedback was received in, the Project Team's response to the issue and the associated EIAR chapter for further information.

Table 8.9 Issues raised during preferred route consultation, response to feedback and EIAR reference

Issue raised during Preferred Route Consultation	Response to Feedback	EIAR Reference
<p>The proposal to compulsorily purchase the College Gate Apartment Complex, and townhouses on Townsend Street</p>	<p>A number of meetings have been held with TII and with local residents regarding alternatives to this proposed course of action for the establishment of Tara Street Metro Station. The Project Team have considered the alternatives put forward at length but have concluded that the best option remains the option presented at Preferred Route Consultation.</p> <p>The Project Team is acutely aware of the potential impact of the proposed Project to these property owners in particular and in light of this began early engagement and negotiation to allow these property owners time to consider the proposals.</p> <p>TII have also established a scheme for negotiation with property owners and occupiers to ensure that agreement is reached on compensation and to allow for relocation of residents.</p>	<p>The Tara Street Options Report was published as Appendix M of the Preferred Route Design Development Report (Jacobs/Idom 2019) which is available on the Project website. The key conclusions of the Tara Street Options Report are described in Chapter 7 (Description of the Alternatives).</p> <p>Information on land take can be found in Chapter 21 (Land take).</p>
<p>The proposal to demolish Markievicz Leisure Centre</p>	<p>TII will support DCC in the identification and development of a replacement site for a leisure centre and swimming pool.</p>	<p>Assessment of the impacts associated with the loss of leisure facilities has been undertaken in Chapter 11 Population & Land Use and an assessment of land take can be found in Chapter 21 (Land take).</p>
<p>The Luas Green Line upgrade</p>	<p>The intent to extend the MetroLink onto the Luas Green Line as part of this project was removed following further assessment undertaken, based on feedback received at EPR stage.</p> <p>Future extensions to MetroLink will be subject to separate options assessment process beyond the scope of this project.</p>	<p>The EIAR Chapter 7 (Alternatives) describes the alternatives considered for MetroLink leading to the current alignment.</p>
<p>Terminate MetroLink at Stephens Green</p>	<p>A number of meetings have been held with local residents and local area representatives in the vicinity of Dartmouth Square and Charlemont Station whose preference is to terminate the MetroLink at St. Stephen's Green and not extend to Charlemont.</p> <p>Charlemont has been identified as the most suitable location as a south side terminus. It also offers future connectivity options going south side. It also utilises a current construction site. Stopping at St Stephen's Green raises construction issues, TBM issues as it is a very constrained and difficult to access site.</p>	<p>Chapter 7 (Alternatives) of the EIAR outlines a comprehensive assessment of alternatives undertaken during the development of the proposed Project.</p>

Issue raised during Preferred Route Consultation	Response to Feedback	EIAR Reference
<p>R132 – Retained Cut Design Proposal</p>	<p>At the time of consultation, a large number of submissions were received asking for the proposed design to be changed from retained cut to cut and cover.</p> <p>As a result of further analysis and design undertaken in response to consultation, additional sections of cut and cover have been included in the proposed Project at sensitive locations in order to reduce impacts during the Operational Phase. In addition to this an enhanced green area has been developed in this area to improve the landscape and visual amenity for residents.</p>	<p>Refer to Chapter 4 (Description of MetroLink Project) for full details of the cut and cover design.</p>
<p>Green Space at Ashley Avenue/Estuary Court/Chapel Lane</p>	<p>As part of the design proposal an area of green space fronting onto the R132 will be lost. It is now proposed that a green area will be built along the R132 to enhance the landscaping and urban design in this area.</p> <p>Consultation with FCC and residents is still ongoing on this proposal to try and reach agreement.</p>	<p>Refer to Chapter 4 (Description of the MetroLink Project) for details of the proposed landscape design. The landscape design has been amended following consultation with residents to include replacement walls and fences. A full assessment of the potential impacts on landscape are presented in Chapter 27 (Landscape & Visual).</p>
<p>Royal Canal Greenway</p>	<p>There were a number of submissions received at the time of PR Consultation that the Royal Canal Greenway (RCH) would be closed for a period of 6 years during construction.</p> <p>The RCG will be closed during the Construction Phase but an alternative bridge will be put in place over the canal to retain pedestrian and cyclist connectivity along the canal. The bridge will also facilitate local vehicular access to residents along the canal. This will be a temporary arrangement during Construction Phase only.</p>	<p>Refer to Chapter 5 (MetroLink Construction Phase) for details of the proposed temporary bridge provided to ensure that access is maintained along the Royal Canal during the Construction Phase.</p>
<p>Potential Construction Phase Impacts</p>	<p>Impacts arising from the Construction Phase will be managed on the basis of measures outlined in the Construction Environmental Management Plan (CEMP).</p>	<p>A full description of the proposed Construction Phase is provided in Chapter 5 (MetroLink Construction Phase) and the potential impacts are assessed under each relevant discipline in Chapters 9 to Chapter 30, with Chapter 31 providing a compilation of all mitigation measures required.</p>
<p>Potential impact on the residential receptors and architectural conservation area at Dartmouth Square.</p>	<p>Potential impact on the residential and architectural conservation areas around Dartmouth Square located near Charlemont Station were raised in submissions received.</p> <p>The proposed station box at this location has been designed to ensure a minimal footprint, thereby minimising direct impacts on Dartmouth Square.</p>	<p>Potential impacts during the Construction Phase on the local population is assessed in Chapter 11 (Population & Land Use) with mitigation measures recommended where required. Chapter 26 (Architectural Heritage) outlines an assessment of the potential impacts and mitigation measures relating to the conservation of architectural heritage.</p>

Issue raised during Preferred Route Consultation	Response to Feedback	EIAR Reference
<p>Cycling - infrastructure, parking, safety</p>	<p>Many submissions received during the PR consultation cited cycling concerns.</p> <p>All stations will include bike parking , compatible with opening year predicted demand, constrained at some locations by available space. Swords, Seatown, and Fosterstown will have actual cycling hub buildings provided.</p> <p>The MetroLink design intent is to connect with other cycling routes, so cycle parks and cycle links are being tied into and around MetroLink stations.</p> <p>During the Construction Phase all cycle safety measures will be adhered to. There are traffic management plans in place for construction to control and regulate the movement of HGVs that result in traffic congestion. Trucks will also have reversing beepers and will have ILH wing mirrors.</p>	<p>A description of the cycle parking provision is given in Chapter 4 (Description of the MetroLink Project).</p> <p>An assessment of the potential impacts on cycling infrastructure with required mitigation measures is presented in Chapter 9 (Traffic & Transport).</p>
<p>MetroLink Bridge over the M50</p>	<p>Following discussion with stakeholders, cycling groups and FCC, an analysis was undertaken of the feasibility of providing a cycle/ pedestrian bridge over the M50 to run alongside MetroLink. A decision was made not to provide such infrastructure as it would require a much larger viaduct over the M50 motorway than that required for MetroLink. This is due to the need to ensure sufficient separation between the operational MetroLink service and pedestrian/cycle pathways.</p>	<p>Chapter 7 (Alternatives) outlines the rationale for the decision not to progress with pedestrian and cycling provision on the M50 viaduct.</p> <p>It should be noted that NTA and FCC have committed to provide a separate bridge for cyclists/pedestrians as part of a separate project.</p>
<p>The Dublin Airport Link</p>	<p>Submissions received regarding the positioning of Dublin Airport Station that it wasn't linked via a tunnel or level +1 connection to the terminal buildings.</p> <p>TII have held a number of meetings with DAA to discuss the integration of the proposed MetroLink station with Dublin Airport.</p>	<p>Interchange and urban realm integration for each station including that at Dublin Airport is provided in Chapter 4 (Description of the MetroLink Project).</p>
<p>Impact to schools located along the proposed route</p>	<p>Concerns were expressed by local schools such as Scoil Mobhi and Scoil Catriona regarding diesel emissions, dust, and safety during the Construction Phase.</p> <p>The Construction Phase of the proposed Project will be managed to ensure that impacts such as those mentioned above are controlled. The Construction Environmental Management Plan (CEMP) will outline all measures that the contractor(s) must follow to mitigate any impacts. Monitoring will be undertaken to ensure that air quality limits are adhered to during the Construction Phases.</p>	<p>Chapter 16 (Air Quality) presents an outline of the analysis undertaken to identify potential emissions to air during the Construction Phase and any required mitigation measures required.</p> <p>Mitigation measures are also outlined in the draft CEMP to control emissions to air and relating to ensuring safety of the public in the vicinity of works.</p>

Issue raised during Preferred Route Consultation	Response to Feedback	EIAR Reference
<p>Four Masters Park</p>	<p>The Mater Hospital owns this private park. The Park will be impacted during the construction phase of the station. All important features are to be reinstated as much as possible and replanting of trees will take place. Monuments and existing historic railings will be taken down, stored and reinstated. When construction is complete, the park will be similar to what it used to look like, but not the exact same.</p>	<p>A description of the proposed development for Mater is presented in Chapter 4 (Description of the MetroLink Project). Protection of elements of architectural heritage within the park are assessed with mitigation measures outlined in Chapter 26 (Architectural Heritage).</p>
<p>Visual impact of ventilation shaft at Albert College Park</p>	<p>Feedback was received following the PR consultation that there was not sufficient information provided on the intervention shaft at Albert College Park (ACP). TII committed to holding a Local Area consultation solely on the intervention shaft at ACP. At this consultation people commented mainly on landscaping and aesthetics. The site layout and the landscaping has been developed to mitigate any visual impact. MetroLink is taking a small proportion of the park but the walkways and the football pitches will be reinstated on completion of construction. Loss of habitat and wildlife will also be reinstated after initial construction.</p>	<p>An assessment of the potential impacts on the landscape of Albert College Park are presented in Chapter 27 (Landscape & Visual). In addition, an assessment of the potential impacts on biodiversity is presented in Chapter 15 (Biodiversity).</p>
<p>Dalcassian Downs</p>	<p>The Project Team is acutely aware of the potential impact of the proposed Project to on properties at Dalcassian Downs and in light of this began early engagement and negotiation to allow these property owners time to consider the proposals. TII have also established a Property Owner Protection Scheme and established an Independent Expert to assist property owners during the course of the proposed project.</p>	<p>A full description of the proposed works at this location is presented in Chapter 5 (MetroLink Construction Phase). Potential impacts on the residents at this location and the mitigation measures required are presented in the following chapters:</p> <ul style="list-style-type: none"> ▪ Chapter 9 (Traffic & Transport); ▪ Chapter 11 (Population & Land Use); ▪ Chapter 14 (Airborne Noise & Vibration); and ▪ Chapter 16 (Air Quality).
<p>Trinity College Dublin</p>	<p>Ongoing discussions have taken place with Trinity College Dublin (TCD) having regard to the potential impacts of the proposed Project on sensitive scientific equipment at the eastern end of the campus. The Project Team assessed a number of alternative alignment options that would have potential impacts on sensitive equipment at the University. On the basis of this analysis, an alternative alignment was proposed to reduce impacts on the campus. Mitigation measures have also been developed to mitigate any residual impacts on sensitive equipment located within the campus buildings.</p>	<p>Refer to Chapter 7 (Alternatives) which outlines the analysis undertaken leading to an alternative alignment underneath TCD to mitigate impacts on the TCD research activity.</p> <ul style="list-style-type: none"> ▪ Chapter 12 (Electromagnetic Compatibility & Stray Current) presents an assessment of the potential impacts on sensitive equipment arising from EMI/EMC, with mitigation measures outlined. ▪ Chapter 14 (Groundborne Noise & Vibration) presents an assessment of the potential impacts on sensitive equipment arising from groundborne

Issue raised during Preferred Route Consultation	Response to Feedback	EIAR Reference
		Noise & Vibration and outlines mitigation measures required.
The Substation at Estuary	Ongoing consultation has occurred with FCC regarding the substation location at Estuary. Based on consultation with FCC, an analysis was undertaken to review the proposed location of the proposed substation at Estuary and identify potential alternative location options. This analysis identified an alternative preferred option at the Dublin Airport North Portal.	Refer to Chapter 7 (Alternatives) for further analysis.

8.7 Albert College Park Local Area Consultation

8.7.1 Overview

As part of the MetroLink project, it is intended to construct a tunnel intervention shaft within the grounds of Albert College Park. The proposed location of the intervention shaft formed part of the information provided during the non-statutory public consultation on the Preferred Route.

During the public consultation, local residents requested that more information be provided about the shaft, so they could properly consider its impact on the surrounding area. In response to this request, MetroLink initiated a local area consultation to explain in more detail the function and need for the intervention shaft at Albert College Park.

The Albert College Park Tunnel Intervention Shaft Local Area Consultation was launched on Wednesday 12 February 2020 and ran for four weeks until 11 March 2020.

8.7.2 Advertising the Albert College Park Public Consultation

8.7.2.1 Stakeholder Email

An email was sent to 216 public representatives and 6,140 stakeholders who signed up for project updates, notifying them of the consultation on the Albert College Park Intervention Shaft.

See Appendix A8.14 for a copy of the email.

8.7.2.2 Albert College Park Brochure and Document

The Albert College Park Local Area Consultation brochure was delivered to approximately 4,250 local residents' homes surrounding Albert College Park. 300 brochures were delivered to local libraries, council offices and local public representatives for display purposes.

The Albert College Park Tunnel Intervention Shaft Report, which provided more information on the purpose of the shaft, was available to download from www.metrolink.ie.

See Appendix A8.15 for a copy of the brochure and feedback form.

8.7.2.3 Outcome

Overall, 195 submissions were received by email and post in response to the Albert College Park Local Area Consultation. The main topics raised related to aesthetics, environment, amenities, and parking. The design for the Albert College Park Intervention Shaft has been developed having regard to the submissions.

The Albert College Park Consultation Report can be found in Appendix A8.16.

A breakdown of the topics raised can be seen in Diagram 8.10: Concerns Raised during Local Area Consultation.

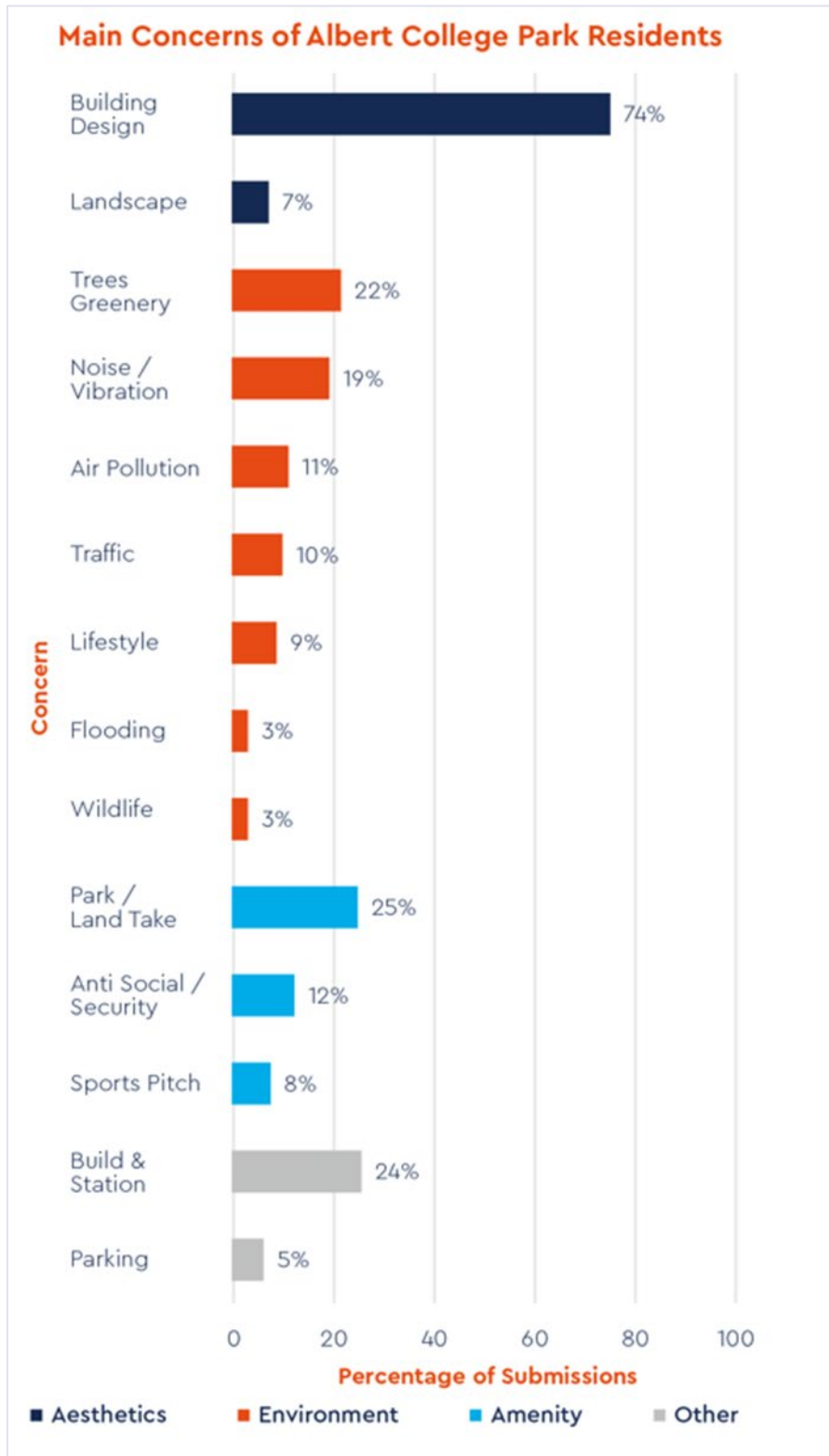


Diagram 8.10: Concerns Raised during Local Area Consultation

8.8 Other Consultations

TII has undertaken ongoing and detailed consultations with key stakeholders, interested bodies and local authorities such as Dublin City Council (DCC), Fingal City Council (FCC), Irish Rail, Dublin Airport Authority (DAA), Mater Hospital and Dublin Fire Brigade (DFB). These stakeholder engagements are summarised in Appendix A8.18 of this report.

8.9 Further Consultation

8.9.1 Statutory Consultation Process

Transport Infrastructure Ireland (TII) will prepare notices for publication in suitable newspapers outlining the intention to lodge a RO application for the proposed Project. In addition, this notice will be made available online.

When the RO application is made to the Board, documents relating to this application will be placed on public display and will also be made available on a dedicated website.

A public consultation will then take place and the public, any interested parties and stakeholders will have 6 weeks to review the proposals and submit their concerns / observations on the proposed Project to the Board. Further information on making a submission / observation in writing to the Board and Oral Hearing procedures is available on the An Bord Pleanála (ABP) website.

At this stage also, documentation will be served on property owners/occupiers notifying them of the requirement for a Compulsory Purchas Order (CPO) on part or all of their property to allow the proposed Project to proceed.

8.9.2 Oral Hearing

The Board may, at its absolute discretion, hold an oral hearing on the RO application. Given the scale and extent of the MetroLink project it is highly likely that an oral hearing will be held similar to past RO applications such as the "Old Metro North" and Dart Underground applications.

The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector. The inspector will officiate by

- Chairing the proceedings and deciding how to conduct the hearing;
- Determining what issues are to be addressed at the oral hearing;
- Determining the order of oral submissions from participants;
- Facilitating cross-questioning of participants; and
- Managing the oral hearing to ensure it is completed within a reasonable timescale.

The Board will then consider the application and decide whether to approve the RO, refuse the RO application or approve the RO in amended/ different terms to the draft submitted. The RO may include provisions such as details of any land or substratum of land, the acquisition of which is necessary for giving effect to the RO and details of any rights in, under or over land, water or any public road, the acquisition of which is necessary for giving effect to the RO. The Board then issues a decision and must, as soon as possible after making the RO decision, publish newspaper notices on the decision. The RO will then come into force after eight weeks if no application for leave to apply for judicial review has been lodged or upon the final determination of any judicial review proceedings or following the withdrawal of any judicial review proceedings.

8.9.3 Construction Phase

Subsequent to the planning stage and in the event of a grant of approval of the RO the project will progress to the construction phase (subject to funding approval). It is anticipated that the construction period would progress for approximately 9 years, with the proposed Project becoming operational by 2035. Consultation will continue throughout this period to ensure that the public, stakeholders and interested bodies are informed of progress on the construction of the proposed Project and to allow for members of the public to submit complaints/queries or other communications with the project team.

8.10 Glossary

Term	Meaning
Alignment	Alignment refers to the three-dimensional (3D) route of the railway, considering both the horizontal and vertical alignment.
Construction Compound	An area occupied temporarily for construction-related activities. The main construction compounds will act as strategic hubs for core project management activities (i.e., engineering, planning and construction delivery) and for office-based construction personnel. The main construction compounds will include offices and welfare facilities, workshops and stores, and storage and laydown areas for materials and equipment (e.g., aggregate, structural steel, and steel reinforcement).
Cut and Cover	The basic concept involves the digging of a trench, the construction of the alignment and covering the tunnel such that original ground level is reinstated.
Enabling Works	These are works to prepare a site in advance of the main construction works, for example, demolition, removal of vegetation, and land levelling.
Intervention Shaft	As per the National Fire Protection Association (NFPA) 130 2017 Standard for Fixed Guideway Transit and Passenger Rail Systems, intervention shafts will be required along the tunnel route to provide adequate emergency egress from the tunnel. These shafts will be visible as surface features.
Intervention Tunnel	The tunnel connecting the intervention shaft with the bored tunnel.
Park & Ride Facility	A location usually sited out of the main urban areas comprising a large car park and connected with a mass transit system, in the case of MetroLink an urban metro to attract potential travellers to drive and park at the facility and take the metro into the city centre and avoid driving into the city centre.
Retained Cut Station	A railway station constructed primarily below ground level with vertical retaining walls either side of the alignment to reinforce the walls and no roof or enclosure overhead.
Surface Station	A railway station designed at ground level.
Underground Stations	A railway station located fully underground with a roof slab over the station to enclose it fully.

8.11 References

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8.11.1 Directives

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8.11.2 Regulations

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European Commission Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009

European Communities (Access to Information on the Environment) Regulations - S.I. No. 133 of 2007

European Communities (Access to Information on the Environment) Regulations - S.I. No. 662 of 2011

Planning and Development Act 2000 – S.I. No. 30 of 2000

Planning and Development Regulations 2001-2020

Transport (Railway Infrastructure) Act 2001 – No. 55 of 2001