

METROLINK

Integrated Transport. Integrated Life.

AS.18

**Summarised
Questions**

Appendix 18: Summarised Questions and Comments Received from Stakeholders and Response from the Project Team

Organisation	Response from Organisation	Response from Project Team
Department of Environment, Climate and Communications (DECC)	<ul style="list-style-type: none"> Prevention of waste – no mention of such measures. Opportunities to reuse material on site. Scoping recycling/recovery of the material off-site in advance. Measures to ensure uncontaminated/contaminated soils are segregated. Quantity of material and classification of material mentioned later in EIAR. 	These comments have been taken on board and reflected in the EIAR. See Chapter 24 (Resource and Waste Management) and Chapter 20 (Soils and Geology) of the EIAR for more information, which include measures to prevent or reduce waste and details on recycling and/or recovery of the material off-site, and measures on soil contamination.
Department of the Environment, Climate and Communications (DECC)	Provided reference to the following specific policies and guidelines: <ul style="list-style-type: none"> A Resource Opportunity - Waste Management Policy in Ireland (DECLG 2012) https://www.gov.ie/en/publication/a9d98-a-resource-opportunity-waste-management-policy-in-ireland/ Towards a Resource Efficient Ireland (EPA 2012) https://www.epa.ie/waste/nwpp/ Construction and Demolition Web Resources & https://www.epa.ie/our-services/monitoring--assessment/circular-economy/construction--demolition/ Reference should also be made to the EU Construction and Demolition Waste Management Protocol (European Commission 2016) developed as part of the European Commission's Circular Economy Action Plan 	These plans/guidelines have been taken on board and reflected in the EIAR. See Chapter 24 (Resource and Waste Management) for more detail.
Department of Communications, Climate Action and	With respect to waste, the Local Authority should consult directly with their respective Regional Waste Management Planning	This comment has been taken on board. Further consultation has taken place with Eastern and Midlands Regional Waste Offices, Fingal County Council and Dublin

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Environment (DCCAE)	Office regarding the development of the final plans.	City Council. See Chapter 24 (Resource and Waste Management) for more detail.
Dublin City University	Government Climate Action Plan and the Eastern and Midlands Regional Spatial and Economic Strategy recently published should be included. No reference to procurement in considering the impacts/alternative.	<p>This comment has been taken on board and reflected in Chapter 17 (Climate) and Chapter 11 (Population and Land Use) in addition with the Planning Report.</p> <p>Procurement is not in the remit of this EIAR.</p>
OPW	Recommend additional text under Chapter 25 of the Scoping Report on 'Interactions'. They noted Chapter 25 of the EIA Scoping Report consists of only two sentences, saying that interactions between environmental aspects will be considered and outlined. They requested more detail.	<p>This comment has been taken on board. See Chapter 29 (Interactions Between the Various Environmental Aspects) for a full appraisal of Interactions for MetroLink”.</p> <p>An EIAR Scoping Report was provided to assist stakeholders in understanding the context, summarise the main themes and structures of the EIAR.</p> <p>A copy can be found in Appendix A2.1 of the EIAR.</p>
OPW	Recommend additional policies that demonstrate Government’s commitment to support investment in culture, heritage, biodiversity, and tourism.	<p>The proposed project cannot develop policies or strategies under the headings Culture, heritage, biodiversity and tourism. However, MetroLink design has progressed to reduce the impacts on culture, heritage, biodiversity and tourism during the construction phase.</p> <p>Once construction is completed, the high-quality urban realm will complement existing urban environment resulting in an improved environment overall.</p> <p>The assessment of impacts on culture, heritage , biodiversity and tourism have been covered in the EIAR in the following chapter:</p> <p>Chapters 11 (Population and Land Use), Chapter 15 (Biodiversity), Chapter 25 (Archaeology and Cultural Heritage), Chapter 26 (Architectural Heritage) and Chapter 27 (The Landscape).</p>
OPW	Recommend including detail of the types of maintenance required and some estimated figures for the frequency of maintenance expected.	This comment has been taken on board. Further information can be found in Chapter 6 (MetroLink Operational Phase).

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OPW	Provide more detail on monitoring programmes – who will develop these, what standards, who will carry out monitoring, what consequences might arise from monitoring.	Referenced throughout the EIAR and summarised in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring). Furthermore, monitoring programmes required during the construction phase are outlined in the draft CEMP (Appendix A5.1).
OPW	Recommend addition of named sensitive receptors: <ul style="list-style-type: none"> • Conservation Labs in the National Gallery; • National Concert Hall; • Historic Leinster House and Government Buildings Complex; • National Museums; and • St Stephen’s Green (if the EIA Scoping Report is going to consider a station on St Stephen’s Green). 	Sensitive receptors, including those listed by OPW, have been considered throughout relevant technical chapters, e.g., Chapter 12 (Electromagnetic Compatibility and Stray Current), Chapter 14 (Ground-borne Noise and Vibration), and Chapter 26 (Architectural Heritage).
OPW	Include additional guidelines: <ul style="list-style-type: none"> • Code of Practice on Accessible Heritage Sites (National Disability Authority 2011); • “Historic Buildings and Sites” of “Building for Everyone: A ‘Universal Design’ Approach” (NDA 2012) from the National Disability Authority’s Centre for Excellence in Universal Design; and • “Protection which applies to National Monuments”. 	The proposed policies have been taken on board and included in the EIAR. See Chapter 25 (Archaeology and Cultural Heritage) and Chapter 26 (Architectural Heritage) for Protection which applies to National Monuments and Code of Practice on Accessible Heritage Sites.
OPW	Include consultation with the OPW.	Consultation with the OPW has been ongoing throughout the design of the proposed Project as detailed in this chapter.
DAA	Safeguarding of the operation of Dublin Airport	Safeguarding the operation of Dublin Airport has been assessed throughout the EIAR, with regard to traffic and transport during the

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		<p>Construction Phase, to ensure Construction Phase impacts are mitigated or reduced. Ongoing consultation with DAA has ensured that all operations that could potentially be impacted are known and mitigated. Dublin Airport has also been assessed as a sensitive receptor; therefore, all relevant environmental surveys and assessments have been undertaken to ensure there is no disturbance to the airport. Specific analysis was taken regarding vibration, settlement analysis, building structure and electromagnetic interferences.</p> <p>See Chapter 9 (Traffic and Transport), Chapter 12 (Electromagnetic Compatibility and Stray Current), Chapter 14 (Ground-borne Noise and Vibration), Chapter 20 (Soils and Geology) and Chapter 26 (Architectural Heritage) for more details.</p>
DAA	<p>With regards to cumulative impacts and interactions, consideration should be given to the future airport developments draft Dublin Local Area Plan (LAP) and pipeline project for upcoming drainage enhancements.</p>	<p>Ongoing consultation with DAA has ensured that all planned developments are known. Proposed future developments at Dublin Airport have been considered during the design phase. A full cumulative assessment of MetroLink and future approved projects at Dublin Airport are assessed in Chapter 30 (Cumulative Impacts of Interaction Between Other Projects and MetroLink) within the EIAR.</p>
DAA	<p>Guidance on Public Safety Zones.</p>	<p>The recommendations of the ERM Public Safety Zones Report have been fully complied with in the design of the project so as to ensure that only appropriate uses are located within the Dublin Airport Public Safety Zones.</p>
Irish Water	<p>Recommend utility surveys and proposals outlined for dealing with situations where works would interfere with existing water services infrastructure.</p>	<p>Utility surveys have been carried out. All potential impacts and mitigation measures are detailed in Chapter 22 (Infrastructure and Utilities).</p>
Irish Water	<p>Recommended a number of aspects to be considered in the scope of the EIAR. Including impacts to water services and Irish Water physical assets; upgrades required; discharge to an Irish Water collection network; any potential impact on</p>	<p>This comment has been considered. More information can be found in Chapter 22 (Infrastructure and Utilities), Chapter 18 (Hydrology), Chapter 19 (Hydrogeology) and Chapter 5 (MetroLink Construction Phase). Several meetings have also taken place</p>

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	<p>stormwater discharges to combined sewer networks and measures to mitigate; impacts on receiving waters (used for abstraction for public supply); any connections required; mitigation for said aspects.</p>	<p>between Irish Water and the Project Team during the design phase.</p>
<p>Commission for Railway Regulation (CRR)</p>	<p>CRR note that while Railway Safety Performance Reports in Ireland are valid, it must be noted that a metro service will bring a much more intense rail service.</p>	<p>This comment has been taken on board. More information can be found in Chapter 28 (Risk of Major Accidents and Disasters).</p>
<p>CRR</p>	<p>Single bore structure should be included as a key operational risk.</p>	<p>Given the automation of the line and the OCC protocols, in any case of emergency (fire and non-fire related), the line will be immediately stopped in the event of an incident.</p> <p>The risk of collision is high only if the derailment occurs while two trains are crossing. Otherwise, as soon as one train derailed the system automatically stops the line and thus, the train travelling towards the derailed train is stopped and the collision is avoided.</p> <p>However, the probability of trains crossing at the same time is very low.</p> <p>See Chapter 7 (Description of Alternatives) and Chapter 28 (Risk of Major Accidents and Disasters) for more information.</p>
<p>CRR</p>	<p>In relation to risk assessment, CRR would like to draw attention to the European Commission Implementing Regulation 402/2013 (as amended) on the common safety method on risk evaluation and assessment and the European Railway Agency guidance.</p>	<p>This comment has been taken on board. More information can be found in Chapter 28 (Risk of Major Accidents and Disasters).</p>
<p>CRR</p>	<p>In relation to ventilation and intervention shafts, CRR would like to draw attention to EU Technical Specifications for Interoperability Regulation of Safety in Railway Tunnels</p>	<p>This comment has been taken on board as part of the design of the proposed Project and has informed the Fire Safety Strategy Report. Furthermore, risks have been assessed in Chapter 28 (Risk of Major Accidents and Disasters).</p>

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CRR	CRR has commenced engagement with TII in relation to the statutory authorisation process for the proposed Project as required under the Railway Safety Act 2005.	Ongoing engagement.
Dublin Cycling Campaign	Concern regarding community severance at the northern surface section.	This has been considered in the EIAR. Severance has been raised in Chapter 10 (Human Health) and reference is made to this specific concern in Chapter 11 (Population and Land Use). Access will always be maintained, and alternative access provided where required.
Dublin Cycling Campaign	Impact on the Royal Canal Way during Construction Phase.	This has been considered in the EIAR. Reference is made to this specific concern in Chapter 5 (MetroLink Construction Phase) and Chapter 11 (Population and Land Use). This is being accounted for as part of the design and construction phasing to ensure continued access is provided to the towpath.
Dublin Cycling Campaign	The potential environmental impacts of construction traffic, particularly Heavy Goods Vehicles. Safety regarding types of Heavy Goods Vehicles used on site should be considered with regard to the level of safety around vulnerable road users.	This has been considered in the EIAR. See Chapter 9 (Traffic and Transport) and Chapter 10 (Human Health) for more information. Safety mitigation in relation to construction traffic has been detailed in the Outline CEMP.
Dublin Cycling Campaign	Bike integration at stations.	This has been considered in the design of the proposed Project and detailed in the EIAR. See Chapter 4 (Description of the MetroLink Project) for more information.
Health Services Executive (HSE)	With reference to 'Healthy Ireland', the Health Services Executive (East) recommend that a Health Impact Assessment be carried out in relation to the potential impact of the proposed Project on human health by appropriate experts in this area.	This was considered in determining the methodology appropriate for making the health assessment. In the assessment methodology section of the Scoping Report, it was noted that quite generic guidance is given by the Environmental Protection Agency and considerably more specific guidance is given by the Institute for Environmental Management and Assessment (IEMA 2017), Health in Environmental Impact Assessment: A Primer for a Proportionate Approach. It states that Health Impact Assessments and EIA are separate processes and while the

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		<p>HIA can inform EIA practices in relation to human health, the HIA alone will not necessarily meet the EIA health requirements. There is also no competent authority which can assess whether an HIA is appropriate or otherwise. It has been concluded that the most appropriate assessment on the impact on human health is that which is proposed to form part of the EIAR, Chapter 10 (Human Health).</p>
<p>Health Services Executive</p>	<p>Potential effects during the Construction and Operational Phases need to be examined.</p>	<p>Potential effects from construction and operation have been considered throughout the EIAR, particularly in Chapter 10 (Human Health).</p>
<p>Health Services Executive</p>	<p>Recommend reference to the National Physical Activity Plan (Action Area Four: Environment)</p>	<p>Plan referenced in Chapter 10 (Human Health).</p>
<p>Health Services Executive</p>	<p>500m buffer will miss the population likely to be affected by the metro (such as benefits to improved access to healthcare and employment).</p>	<p>The majority of impact on population and human health will be experienced within the 500m study area and the analysis undertaken reflects this. However, the analysis also identifies impacts and benefits to the economy as a whole.</p> <p>Relevant analysis is presented in Chapter 11 (Population and Land Use).</p>
<p>Environmental Health Services</p>	<p>Environmental Health Services recommends that</p> <p>A review is carried out of previous projects of this nature and their accompanying EIAs;</p> <p>That all consultation outcomes are recorded in the EIAR and that there's a clear link between the outcomes of consultation, design or rationale for why potential impacts are not considered significant;</p> <p>EIA should not rely on evaluating against an absolute threshold but should also evaluate significance of any changes;</p> <p>EIA should consider both designated and locally established land use. The Health</p>	<p>Consultation outcomes arising from the project have been summarised in the following document: The Consultation Report for the Preferred Route and EPR which are available in Appendix A8.11 and Appendix A8.7.</p> <p>Appropriate assessment criteria have been used for each chapter of the EIAR. These criteria are based on legislative requirements, best practice guidance and standards.</p> <p>Having regard to construction compound locations, the impacts of these have been fully assessed in the EIAR.</p> <p>The location of Construction Compounds is detailed in Chapter 5 (MetroLink Construction Phase) and assessed</p>

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	<p>Services Executive recommend that the location, construction and operation of construction yards and any large storage areas should be included in the EIA;</p> <p>A Health and Safety Traffic Management plan is necessary and should be implemented; and</p> <p>The EIA Non-Technical Summary is clearly linked to the main body of the EIAR and summarises it all in an accessible way.</p>	<p>throughout the technical chapters of the EIAR.</p> <p>A Scheme Traffic Management Plan has been completed and is included in Appendix A9.5.</p> <p>The Non-Technical Summary is included with the main body of the EIAR and will also be included in a digital EIAR which will be available for all to view online.</p>
Environmental Health Services	<p>Point 6 – Consideration should be given to opportunities to incorporate health gain into the proposed Project.</p> <p>Point 9 – regarding the use of appropriate monitoring.</p>	<p>Point 6 – consideration has been given to this in Chapter 10 (Human Health).</p> <p>Point 9 – Appropriate Monitoring measures to monitor potential impacts on human health have been outlined in the relevant EIAR chapters as summarised in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring Proposed).</p>
Environmental Health Services	<p>The EIA should consider if there are any specific significant impacts on vulnerable priority groups, including:</p> <ul style="list-style-type: none"> • Children and adolescents; • Older people; and • People who are disabled and/or with other health problems. 	<p>Potential impacts on vulnerable priority groups have been assessed in Chapter 10 (Human Health).</p> <p>Consultation is ongoing with representative groups including schools, the National Disability Authority and the National Council for the Blind Ireland (NCBI) in order to inform the construction phase management and the overall design. Measures outlined in the CEMP address potential construction phase impacts on these vulnerable groups.</p> <p>Sensitive receptors, including health care facilities, have been identified and are assessed in the EIAR. Consultation was undertaken with hospitals and sensitive receptors in order to identify any significant sensitivities early in the process.</p>
Fáilte Ireland	<p>Fáilte Ireland recommend using Fáilte Ireland's Guidelines for the Treatment of Tourism in an Environmental Impact Statement.</p>	<p>This comment has been taken on board. Chapter 11 (Population and Land Use) references Fáilte Ireland's (2011) Guidelines for the treatment of tourism in an Environmental Impact Statement.</p>
Iarnród Éireann	<p>Full consultations are required with Iarnród Éireann as well as the broader CIE Group</p>	<p>Consultation is ongoing.</p>

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Iarnród Éireann	Iarnród Éireann recommends that the study area in the environs of the new proposed Glasnevin Station and at Tara Street be carefully considered to ensure the full works requirements are assessed in the EIAR.	<p>Additional surveys and assessment were carried out at Glasnevin to ensure the study area was robustly assessed within the EIAR.</p> <p>There has been significant consultation with the stakeholder since this submission. This consultation has assessed the full works requirements for the design and construction of the MetroLink box, the amendments to the heavy rail lines as agreed with Irish Rail, as well as the forthcoming DART+ West project. Coordination has taken place in the form of design meetings/workshops, the sharing of design information including drawings and reports, and meetings/workshops to discuss the construction staging for the MetroLink box and heavy rail lines.</p>
Iarnród Éireann	Recommend assessing the possibility of platform widening at Tara Street based on increased interchange of passengers.	Proposed platform widening at Tara St DART station have not been assessed as a cumulative impact as the extent of works required, the duration of works nor the timing of proposed works is unknown, and this project has not received planning approval to progress
Iarnród Éireann	Recommend regarding electromagnetic compatibility (EMC) and stray current, signalling and telecommunications should be included in the sensitive locations database. The EIA should assess the susceptibility of electromagnetic interference (EMI) and stray current impacts during the construction and operation of the proposed Project. Consideration shall also be given to the progression of the DART expansion at 1,500V DC traction power.	EMC surveys have been carried out at Glasnevin and Tara Street Stations in order to identify potential impacts from electromagnetic interference and stray current. The outcome of these surveys is assessed in Chapter 12 (Electromagnetic Compatibility and Stray Current). Additionally, the Dart Expansion is assessed in Chapter 30 (Cumulative Impacts of Interaction Between Other Projects and MetroLink) in addition to the assessment of integration works at Glasnevin Station.
Iarnród Éireann	Recommend with regard to hydrology, the integrity of the Royal Canal, adjacent Iarnród Éireann's railway corridor at Glasnevin, should be analysed and the risk of flooding/catastrophic inundation should be assessed.	The potential impacts on the Royal Canal have been assessed in Chapter 18 Hydrology, Chapter 19 Hydrogeology, Chapter 22 Infrastructure and Utilities, and in Chapter 26 Architectural Heritage.

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Iarnród Éireann	<p>Recommend with regard to airborne noise, that the following is included in baseline studies:</p> <p>Impact of constructing the new Iarnród Éireann platforms and the vertical alignment regrading at Glasnevin Station; and</p> <p>The operational effects of public announcement (PA) systems along the new Iarnród Éireann platforms at Glasnevin.</p>	<p>Additional noise monitoring was carried out at Glasnevin to ensure the study area is robustly assessed.</p> <p>Chapter 13 (Airborne Noise and Vibration).</p>
Iarnród Éireann	<p>Recommend with regard to ground-borne vibration, the vibration effects of tunnelling beneath, and in the environs of, Iarnród Éireann operational railway should be considered and quantified. A risk assessment of the quantified vibrations should be considered.</p>	<p>This has been considered in Chapter 14 (Ground-borne Noise and Vibration). Ground-borne specialist carried out ground-borne vibration modelling and assessment.</p>
Iarnród Éireann	<p>Recommend with regard to Soils and Geology, that cumulative impacts of ground settlement area assessed during both tunnelling and station box construction at Glasnevin and Tara Street. Track settlement of the railway is a considerable risk aspect to Iarnród Éireann. Trackside monitoring proposals will be required for the duration of construction. Mitigation and monitoring proposals shall be agreed with Iarnród Éireann.</p>	<p>Settlement analysis fed into potential construction impacts. Potential impacts have been identified and mitigated. See Chapter 19 Hydrogeology and in Chapter 20 (Soils and Geology) for more information.</p>
Iarnród Éireann	<p>Extent of road and rail disruption should be analysed and assessed.</p>	<p>This comment has been taken on board and a full analysis of impacts on traffic, pedestrian and cycle transport has been undertaken for the construction phase in Chapter 9 (Traffic and Transport). The potential disruption to mainline railway services during the construction phase due to line closures have also been assessed in the EIAR in Chapter 9 (Traffic and Transport) and Chapter 11 (Population and Land use). Furthermore, the positive impacts associated with MetroLink in terms of enhanced interchange between different</p>

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		elements of the public transport network have been addressed in the EIAR.
Iarnród Éireann	The proposed construction impact assessment must consider the impact of the proposed Project on Iarnród Éireann services or otherwise address how construction will be managed and scheduled to facilitate continued passenger services.	Ongoing consultation has been progressing with IR to agree an approach to the management of construction phase impacts on the Irish Rail operations.
Iarnród Éireann	The impact of the integrity of railway infrastructure, including retaining structures, buildings, trackside services, signal structures and utilities, must be analysed and quantified in the EIAR.	This is addressed in Chapter 14 Ground-borne Noise & Vibration Baseline surveys identified any potential impacts on railway infrastructure, and mitigation measures were identified in consultation with Iarnród Éireann.
Iarnród Éireann	With regard to Risk of Major Accidents and Disasters, Iarnród Éireann advise they will constructively contribute to any emergency planning for Glasnevin and Tara Street. They also recommend a holistic risk register of the hazards introduced to Iarnród Éireann by the proposed Project to provide a sound basis for addressing issues and agreeing mitigation and control measures for the Construction and Operational Phases.	A risk register was developed for the proposed Project. As assessment progressed, risks were identified and mitigated. Consultation has been carried out with Iarnród Éireann. Further risks and mitigation measures are illustrated in Chapter 28 (Risk of Major Accidents and Disasters).
Iarnród Éireann	Recommend the DART expansion is assessed under Cumulative Impacts.	This is assessed in Chapter 30 (Cumulative Impacts of Interaction Between Other Projects and MetroLink).
Iarnród Éireann	Land Acquisition and Demolition: Iarnród Éireann, through Land CIE Group Property, will engage with TII to reach land agreements to facilitate the proposed Project.	Considered in Chapter 21 (Land-take).

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Iarnród Éireann	Disruption to passenger services during construction should be reduced to an absolute minimum and taken into consideration at an early stage in the design process and incorporated into the construction rationale.	Consultation has been carried out with Iarnród Éireann to agree on impacts as a result of the proposed Project. Refer to Chapter 5 (MetroLink Construction Phase).
Iarnród Éireann	Land Acquisition and Demolition: Demolition and material storage in the environs of the operational railway will also need to be tightly controlled and with prior discussion with Iarnród Éireann.	Consultation has been carried out with Iarnród Éireann to agree on impacts as a result of the proposed Project. The CEMP will ensure construction risks are sufficiently assessed, mitigated and controlled. Further details in Chapter 21 (Land-take).
National Disability Authority	The National Disability Authority strongly advises TII that a Universal Design Approach needs to be adopted and implemented regarding the EIA for the proposed Project and for the development and implementation of each step of the proposed Project with particular regard to impacts on persons with disabilities). The Accessibility of Public Transport for People with Disabilities report (Joint Committee on Transport, Tourism and Sport 2018) recommends public transport services need to be universally designed so that they are easy to access, easy to understand and easy to use by everyone regardless of age, size, ability or disability. The National Disability Authority lay out a detailed method of adopting and implementing a Universal Design Approach in their submission.	Details of the Universal Design Approach have been incorporated into the design of the proposed Project. Chapter 4 (Description of the MetroLink Project) and Chapter 6 (MetroLink Operational Phase) provide more information on this.
National Disability Authority	Advise TII develop and publish a strategy on MetroLink's website detailing how TII will ensure that the EIA will examine the potential effects that the proposed Project could have on persons with disabilities and older people. Every element should meet the needs of persons with disabilities and older people.	Details of the Universal Design Approach have been incorporated into the design of the proposed Project. Chapter 4 (Description of the MetroLink Project) and Chapter 6 (MetroLink Operational Phase) provide more information on this.
National Disability Authority	Commitment in EIA Scoping Report that TII will have a sustained engagement process with a diverse set of users.	A Luas/MetroLink User Group was set up with the National Disability Authority. Impacts are assessed under Chapter 10 (Human Health) in the EIAR.

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National Disability Authority	Advises TII create an audit tool to assess if the proposed Project will in practice provide integrated universally designed public transport services. Incorporating accessible information.	More information on Universal Design can be found in Chapter 10 (Human Health).
National Disability Authority	Accessible services. All staff should be trained in provided services and support to persons with different disabilities and older people. MetroLink should be designed both internally and externally in a way that is easy to access, understand and use.	More information on Universal Design can be found in Chapter 10 (Human Health).
National Disability Authority	One of MetroLink's key deliverables is 'accessible to all users', yet no detail is provided as to how MetroLink will enable more persons with disabilities and older people to access public transport services.	Details can be found in Chapter 4 (Description of the MetroLink Project), Chapter 6 (MetroLink Operational Phase) and Chapter 10 (Human Health).
Dublin Fire Brigade	Advise that a twin-bore underground rail tunnel is preferable to Dublin Fire Brigade as a safer and more manageable system for evacuation, ventilation, fire/rescue, emergency medical services intervention and also eliminates any possibility of head-on collisions.	The design team is aware of this and has demonstrated through safety reports and design reports how a single tunnel is also equally as safe as a twin-bore. The Fire Safety Strategy Report has addressed these issues.
Dublin Fire Brigade	Recommend all underground station buildings to be in accordance with the requirements of Parts B1 to B5 of the Building Regulations 2006 to 2019.	Underground stations have been designed in accordance with Parts B1 to B5 of the Building Regulations 2006 to 2019.
Dublin Fire Brigade	Recommend all underground station buildings and tunnels (trainways) to be in accordance with the requirements of National Fire Protection Association (NFPA) 130 or equivalent.	Underground station buildings and tunnels (trainways) have been designed in accordance with the requirements of National Fire Protection Association 130 or equivalent.
DCC	Satisfied with the headings under which the EIAR should be carried out.	Acknowledged.
DCC	The Alternatives Chapter in the EIAR should explicitly deal with the choice of the proposed Project compared with the approved Metro North project. This should regard the benefits of the permitted Metro North alignment in terms of, inter alia,	This has been considered in the EIAR under Chapter 7 (Consideration of Alternatives).

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	serving the Mater Hospital and proper integration with existing and planned public transport infrastructure.	
DCC	The Alternatives Chapter in the EIAR should incorporate the DART Underground Project into the assessment of route selection and the opportunities for interaction with other public transport options in the city, with particular regard to St Stephen's Green.	The DART Underground project was not identified as a factor in the assessment of route options for the proposed MetroLink project. However, it is understood that further route options assessment work has been undertaken for that project to ensure that DART underground project aligns with MetroLink.
DCC	The change in the overall project design from one linking Swords to Sandyford as initially indicated to one terminating in the city centre.	This is considered in the EIAR under Chapter 7 (Consideration of Alternatives).
DCC	Local Authority Biodiversity Officers to be included in Section 12.2.3 in relation to consultation relevant to biodiversity.	The Local Authority Biodiversity Officer has been consulted regarding biodiversity.
DCC	<p>DCC recommended that the Dublin City Industrial Heritage Record also be used to assess the potential architectural heritage impacts of the proposed Project. In addition, the following two documents should be referenced in Section 22.1.1:</p> <ol style="list-style-type: none"> 1. Historic Street Surfaces in Dublin: Conservation Study and Guidance Manual (Dublin City Council 2009) 2. Paving: The Conservation of Historic Ground Surfaces (Department of Arts, Heritage and the Gaeltacht and Dublin City Council 2015) 	The Dublin City Industrial Heritage Record has been referenced in Chapter 26 (Architectural Heritage).
DCC	Given the importance of climate change adaption and mitigation and the brevity of Section 11 (Climate), it is suggested that more emphasis be given to these matters in the Interactions section.	Climate change adaptation and mitigation are addressed in Chapter 17 (Climate), Chapter 28 (Risk of Major Accidents and Disasters) and Chapter 29 (Interactions Between the Various Environmental Aspects).
Environmental Protection Agency (EPA)	The EPA have not made any comments on the EIA Scoping Report. The EPA will respond to requests for observations/submissions on EIARs	The proposed Project does not require an EPA licence.

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	associated with developments that are licensable by the EPA	
Inland Fisheries Ireland (IFI)	The metro corridor will transect many important river systems in Dublin that support Atlantic salmon, lamprey, sea trout, and brown trout in addition to other fish species. Some rivers provide a natural linkage for species between freshwater and ocean environments.	All river systems along the alignment have been surveyed by hydrologists and aquatic ecologists. This baseline information, in addition to existing available information, has been used to assess and mitigate all potential impacts on watercourses plus associated habitats. More information can be found in Chapter 15 (Biodiversity) and Chapter 18 (Hydrology).
IFI	Advise Waterways Ireland should be consulted in relation to any works that could impact the canals.	Consultation has been undertaken with Waterways Ireland. (See Below).
IFI	Recommend following the Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (IFI 2016). The specific details of any works directly affecting watercourses or riparian habitats in the area, surface water discharges to streams, including surface water manipulation, must first be submitted to IFI for assessment.	These guidelines have been referenced in this EIAR and have been used as guidelines when developing mitigation measures and form part of the CEMP. IFI has been consulted in advance of any discussion to affect watercourses or riparian habitats in the area, with specific regard to surface water discharges. Further consultation will be required prior to any construction works taking place.
IFI	If any bridging is to be implemented, the structures must be fish passable and preferably in the form of clear span designs to minimise in-stream impact.	Where possible, stream and rivers have been crossed by way of clear span bridge. Where this isn't possible, culverts have been designed to allow fish passage.
IFI	A comprehensive and integrated approach for achieving estuary and river protection during construction and operation should be implemented through environmental construction management planning.	This comment has been taken on board and is included in the CEMP in addition to the relevant EIAR chapters (Chapter 15: Biodiversity and Chapter 18: Hydrology).
IFI	Ongoing baseline surveys provide a 'snapshot' of the existing ecological characteristics of the area at the time of survey. IFI recommend the need for pre-construction baseline data (biotic and abiotic) and are willing to contribute any relevant information	Monitoring measures have been recommended in Chapter 18 (Hydrology).

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Irish Aviation Authority (IAA)	The IAA will work to ensure the safety and continuity of air traffic at Dublin Airport. Unless appropriately planned, the proposed Project could impact airport operations, in particular during works on the segment from Dardistown to Fosterstown.	Consultation with Dublin Airport and IAA has been ongoing throughout the design stage and will continue during the construction of the proposed Project.
IAA	The IAA have identified three main areas of concern: 1. The possibility of power and/or telecommunications cables damaged by works. 2. The possibility of impact on communications, nav aids and surveillance systems by new buildings 3. The possibility that the proposed Project has not considered the new parallel runway as it is not included in any of the designs.	1. Utility surveys, consultation and desktop research enabled the identification of all power and/or telecommunications cables ahead of any works taking place. 2. Consultation and electromagnetic interference/compatibility surveys identified any potential impacts on communications, nav aids and surveillance systems. Sensitive receptor surveys have also taken place, as has consultation with DAA with regards to sensitive equipment. Any potential impacts have been identified and assessed in Chapter 12 (Electromagnetic Compatibility and Stray Current) and Chapter 22 (Infrastructure and Utilities). 3. The new runway is assessed in Chapter 30 (Cumulative Impacts of Interaction Between Other Projects and MetroLink).
FCC	Provision for reasonable alternatives should be made clear. In the event of late night, early morning or 24-hour operations being considered into the future, should these scenarios form part of the analysis?	The assessment is based on the operational profile outlined in Chapter 6 (MetroLink Operational Phase). However, night-time running has also been assessed having regard to airborne noise.
FCC	Recommend reference to additional policies - National Cycle Policy Framework, Fingal Development Plan, South Fingal Transport Study.	These policies have informed the EIAR.
FCC	Significant interventions are likely on Swords Main St, the R132 corridor, and the western road network feeding into Swords town centre. These should be considered in inclusion in future year model runs.	Model runs have included all significant projects and interventions listed in the Eastern Regional Model (ERM)
FCC	Concerned the 500m distance for works is not sufficient for assessing severance with particular regard to Swords region. Recommend that all of Swords, including	This information has been assessed in Chapter 11 (Population and Land Use) and explains that a wider study area is also being considered as part of the population

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	undeveloped lands suitable for development / redevelopment are included in Section 6.	assessment and has included the regional context of Dublin and specific commuter towns, as well as the communities present within proximity of the development itself.
FCC	Consideration should be given to possible negative impacts relating to community severance, reduced accessibility across the R132 to key services including medical, educational, commercial and public amenities during operational phases.	This information is assessed in Chapter 10 (Human Health) and Chapter 11 (Population and Land Use).
FCC	Existing Masterplans, proposed Masterplans and LAPs and brownfield lands suitable for redevelopment to be included.	These plans have been considered in the Planning Report.
FCC	Ensure noise impact as a consequence of construction and operation on habitats and species within the estuary at Swords is considered.	Noise impacts on habitats and species has been assessed in Chapter 15 (Biodiversity). Impacts on habitats and species for which Malahide Estuary SPA and Malahide Estuary SAC have been designated are assessed in the Natura Impact Statement which has been prepared.
FCC	The cut section in the Fingal Area needs to be considered in this section of the EIAR (on ground-borne vibration), or is it only for tunnelling by a TBM? This is unclear.	The area of ground-borne vibration has come primarily from the TBM and any blasting works at underground stations. However mechanical excavation where it occurs has also been modelled and assessed in Chapter 14 Ground-borne Noise & Vibration.
FCC	Benefits accrued by change to sustainable transport in Swords and Airport – walking and cycling should be considered – especially in interactions.	This has been considered in Chapter 9 (Traffic and Transport) and in Chapter 11 (Population and Land Use)
FCC	Review and satisfy requirement for analysis of European Sites within 15km of linear site – effective screening in or out of other sites in excess of the 15km distance.	All European sites within a 15km radius are considered in Chapter 15 (Biodiversity). A Natura Impact Statement has been prepared.
FCC	Consideration for sites utilised by birds for feeding, especially overwintering birds. Ensure overwintering surveys are	Ecology surveys have been carried out and a number of wintering and breeding bird surveys have been carried out in addition to

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	<p>undertaken as part of the EIAR and Natura Impact Statement. Contact with FCC Biodiversity Officer is recommended. Reference should also be made to severance effect and impact on bats with regard to this linear project and hedgerow/tree impact.</p>	<p>bat transects and internal bat inspections. This information fed into existing available data that have been used to assess potential impacts in the EIAR. Consultation with the FCC Biodiversity Officer was carried out.</p>
FCC	<p>The Park and Ride Facility must be considered with regards to the road network in terms of the impact of 3,000 new parking spaces.</p>	<p>Detailed transport modelling was used to assess any potential impacts and mitigation measures in order to reduce impacts on local road network and nearby M1 Motorway Lissenhall interchange. This has been assessed in Chapter 9 (Traffic and Transport).</p>
FCC	<p>Recommend consulting with other public transport providers such as Swords Express and AirCoach and other Dublin Airport services.</p>	<p>A full assessment on the impacts on public transport has been undertaken and included in Chapter 9 (Traffic and Transport)</p>
FCC	<p>It is assumed that alternative cycling facilities will be provided where existing facilities are impacted by work sites. In order to promote a step-change in terms of promoting sustainable transport, FCC suggest consideration is taken to maximise the catchment and accessibility of the proposed development, therefore high quality, high-capacity cycle facilities should be integral to the proposed development, in particular to the design of individual stations, rather than "where possible".</p>	<p>Cycling facilities will be provided that will encourage cycling and also cycling access and facilities are being designed into the station that will promote cycling. These are detailed in the Reference Design and Chapter 4 (Description of the MetroLink Project).</p>
FCC	<p>Will analysis of user numbers, pedestrian and cyclist numbers in Swords take into account alternative station design, i.e., design at differing levels with less effective integration with the surrounding environment, versus other most effective designs for integration into the built environment to set out the consideration of one over the other?</p>	<p>The assessment undertaken in the EIAR is based on the proposed design with safe and effective access being provided to all stations.</p>
FCC	<p>The EIAR should take into account BusConnects.</p>	<p>The design for the proposed project has been carefully coordinated with the BusConnects design process.</p>

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		<p>The potential cumulative impacts have been assessed in Chapter 30 (Cumulative Impacts of Interaction Between Other Projects and MetroLink) and throughout the EIAR.</p>
FCC	<p>Section 18 on Material Assets: Infrastructure and Utilities has the potential for significant impacts on the urban environment, e.g., substations, vents, etc., all of which can be detrimental for high quality urban placemaking. Locations of these services areas must be included in the analysis of landscape – Urban Landscape.</p>	<p>The urban realm design has been developed to allow for a common and attractive design concept at all locations which aims to achieve a quality integration of all elements with the urban realm.</p> <p>The visual impacts of all of these elements are assessed in Chapter 27 (The Landscape).</p>
FCC	<p>Consideration should be given to provide the exact locations for disposal of the waste.</p>	<p>Discussions have been ongoing with relevant stakeholders as to potential waste locations and is detailed in Chapter 24 (Resource and Waste Management).</p>
FCC	<p>Claims regarding lack of operational impacts on agriculture above underground sections. Does this differ between tunnelled sections and any cut and cover sections – will soil structure remain the same above tunnelled and especially cut and cover sections?</p>	<p>Given the urban location of the proposed Project, operational impacts on agricultural land are minimal. There are some areas of agricultural land on cut and cover sections which have been assessed in Chapter 23 (Agronomy). There is no agricultural land over the tunnelled section from Northwood running south. Soil structure over the tunnel has undergone detailed settlement analysis to identify potential for subsidence during construction and associated mitigation. This is assessed in Chapter 20 (Soils and Geology).</p>
FCC	<p>Consideration be given to urban landscapes such as Swords including master planned areas. There is no reference to impact on open cut areas and impact on landscape and townscape.</p>	<p>The urban realm and landscape design has been significantly developed in consultation with FCC to ensure it integrates with masterplans for the area.</p> <p>Chapter 27 (The Landscape) assesses in more detail following any changes during preliminary design.</p>

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FCC	Impact from the airport station is key, having regard to 1) one of the main public transport interchanges within the stage and 2) that the station is one of the first experiences visitors will have of Ireland and Irish design – therefore the treatment of the ancillary elements and public realm must form part of the landscape/townscape analysis.	This is assessed in detail in Chapter 27 (The Landscape). Impacts from station buildings and ancillary elements covers Dublin Airport and is assessed in detail in the EIAR.
FCC	Consideration should be given to the accidents at the airport and impacts of the same.	TII will liaise with and coordinate risks associated with Dublin Airports Operations. Main works contractors will develop their Construction Management Plan and interface with the airports authority to identify and mitigate the risks to either party. See Chapter 28 (Risk of Major Accidents and Disasters) in the EIAR.
Waterways Ireland	Consideration to potential impacts of both temporary construction works and the post construction impacts to the 5th Lock and access road/towpath at the Phibsborough Station (Glasnevin Station). Need to comment on potential impact of a closure of the towpath during construction at the Royal Canal.	Potential impacts, both during construction and operation, are assessed in Chapter 11 (Population and Land Use) and Chapter 26 (Architectural Heritage). The potential impact on the lock and towpath is defined in the EIAR, and all impacts to access and structure have been assessed and mitigated. This is being accounted for as part of the design and construction phasing.
Waterways Ireland	Any activity either during construction or post construction that resulted in the release of any form of polluting or deleterious matter into the canal, such as fuels, oils, concrete or excess waste, litter, or construction waste, is to be fully avoided and prevented.	This is assessed under Chapter 18 (Hydrology). Surveys have been taken at the Royal Canal, (refer to Appendix A18.1 to A18.3), and this will help to identify the current baseline so that an impact assessment could be carried out. Mitigation measures have been developed in order to avoid any pollution or wastes from entering the canal. Measures have been included in the outline CEMP.
Waterways Ireland	Assess any impacts to bat, otter and bird populations that might arise due to increased levels of lighting and disturbance from the construction and operation of the new Metro Station.	This is assessed in Chapter 15 (Biodiversity). Aquatic and ecological surveys have been carried out to feed into this assessment.

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Dún Laoghaire-Rathdown County Council	In both submissions made at the public consultation, the council reaffirmed that MetroLink to Bride's Glen (Cherrywood), serving the Sandyford environs, will be required to cater for the scale of future development and have nothing further to submit.	The Green Line section will be carried out at an appropriate point in the future.
National Council for the Blind of Ireland (NCBI)	Recommend the design follows the principles of Universal Design in order to make it possible for everyone to use the proposed Project easily, regardless of disability, without anyone having to bring special equipment.	More information on Universal Design can be found in Chapter 10 (Human Health).
NCBI	NCBI would like an opportunity to provide awareness to the design team before plans are finalised. Disability and Equality Awareness Training is also available from the Consortium Group. Provision of good communication channels are crucial during project development and public transport changes. NCBI suggest that a consultative committee be set up to engage in all stages of the design and installation of the proposed Project.	A working group was set up to engage with relevant groups. To begin this, the Luas User Group were engaged with regarding the proposed Project, and the main issues were identified and mitigated.
NCBI	NCBI advised on accessible information in relation to timetables and websites; help buttons and/or contact numbers; audible announcements.	This is described in Chapter 4 (Description of MetroLink Project) and Chapter 6 (MetroLink Operational Phase).
NCBI	Provision and training of staff.	Training of staff will be provided.
NCBI	NCBI advised that MetroLink vehicles must be visible, audible, and have accessibility features inside the tram.	This has informed design and is described in Chapter 4 (Description of MetroLink Project) and Chapter 6 (MetroLink Operational Phase).
NCBI	NCBI advised that signage must be visible, LED signage, platform signage, braille.	This has informed design and is detailed in Chapter 4 (Description of MetroLink Project) and Chapter 6 (MetroLink Operational Phase).
NCBI	NCBI advised that any lifts and stairs are installed using the specifications given in	The design of lifts and stairs has been undertaken having regard to the Technical

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	the Technical Guidance Document for Part M of the Building Regulations.	Guidance Document for Part M of the Building Regulations.
NCBI	Chapter 17 (Traffic and Transport) of the Scoping Report: NCBI notes lack of reference to people with disabilities, and in particular, people with impaired vision.	This is considered in the EIAR under Chapter 6 (MetroLink Operational Phase).
NCBI	Chapter 24 (Risk) of the Scoping Report: NCBI recommend that a contingency plan for the evacuation of people with disabilities, in the event of an emergency, is vital.	A contingency plan will form part of MetroLink Emergency Response Plan that will include the evacuation of people with disabilities. This is considered in Safety, Security and Emergency evacuation under Chapter 6 (MetroLink Operational Phase).
EirGrid	The tunnels are likely to cross transmission underground cables. The cables may need to be switched out during construction of the tunnel. It is very important that the Project Team liaises closely and early with EirGrid to arrange the necessary outages of these key electricity transmission circuits.	Engagement has been undertaken with EirGrid with regard to any potential impacts on electricity transmission circuits and mitigation measures have been identified in Chapter 22 (Infrastructure and Utilities).
EirGrid	Any MetroLink cables in the tunnels may impact on the rating of existing and planned future electricity transmission circuits if they are laid too close to, or if they cross, existing or planned cables. Careful coordination of design and planning is required with EirGrid and ESB Networks to avoid any deration of electricity capacity of the circuits.	Further engagement has been undertaken with ESB and EirGrid. Utility impacts have been assessed in Chapter 22 (Infrastructure and Utilities).
EirGrid	Construction of such a major piece of infrastructure for the state may provide opportunities for other state companies to co-locate their infrastructure in a cost-effective manner. We would welcome opportunities to discuss potential synergies. EirGrid will also be working closely with ESB Networks in relation to the design of the high voltage supply for the proposed Project.	Engagement has been undertaken with EirGrid to discuss these comments.
Department of Culture, Heritage, and the Gaeltacht	Aware of the ongoing assessment and note the importance of this at the northern extent of the proposed Project where design modifications can minimise	Design changes have moved the alignment off the National Monument at Lissenhall Bridge, and this has been assessed in Chapter 25 (Archaeology and Cultural

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	negative impacts on the archaeological heritage, including the National Monument at Lissenhall Bridge.	Heritage) and Chapter 26 (Architectural Heritage).
Department of Culture, Heritage, and the Gaeltacht (DCHG)	St Stephen's Green (SSG): Given the importance of SSG from an archaeological and historical standpoint, it would be preferable to avoid any negative long-term or permanent impacts upon this location.	This has been assessed and mitigation measures are outlined in Chapter 25 (Archaeology and Cultural Heritage), Chapter 26 (Architectural Heritage) and Chapter 27 (The Landscape).
DCHG	St Stephen's Green: Scoping Report notes SSG as a National Monument, however it does not note that SSG is subject to its own special statutory regime under the Saint Stephen's Green (Dublin) Act 1877 which established it as a park for the recreation and enjoyment of the public. Should also be assessed under public amenity impacts.	This has been considered in Chapter 25 (Archaeology and Cultural Heritage), Chapter 26 (Architectural Heritage) and in Chapter 11 Population and Land Use.
DCHG	St Stephen's Green: Integrity should be a priority consideration in assessing the potential impacts of the development of an underground station here. Consideration should be based on a thorough exploration of alternative locations.	Reasonable alternatives have been assessed in detail, and these are described in Chapter 7 (Consideration of Alternatives).
DCHG	St Stephen's Green: Uncertainty regarding the construction methodology, particularly at SSG. Mining or top down. Time this will take.	The construction of the proposed Project is detailed in Chapter 5 (MetroLink Construction Phase). A phased top-down approach will be used to construct the stations, and the programme is detailed in Chapter 5.
DCHG	Requested to send further communications to the Department's Development Applications Unit at manager.dau@chg.gov.ie	Further communications have been issued to the Development Applications Unit.

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Department of Housing, Local Government and Heritage (NPWS)	<p>NPWS made the following comments/observations:</p> <ul style="list-style-type: none"> • Use of grassland sites by SCI bird species of SPAs and the potential for habitat loss. • Consideration of the passage of wildlife across the aboveground sections of the alignment of the proposed Project and how to maintain it. • Consideration for the presence of hare species <i>Lepus</i> spp. • Provision of Ecological Clerk of Works during the construction of the proposed Project. 	<p>These observations and comments have been taken on board and implemented throughout the EIAR and particularly detailed in Chapter 15 (Biodiversity)</p>
Trinity College Dublin (TCD)	<p>The Project Team were asked to address the impact on sensitive equipment located within the campus buildings and mitigation measures.</p>	<p>The Project Team listened to TCD concerns and have addressed them where feasible and appropriate. This is detailed in Chapter 12 (Electromagnetic Compatibility & Stray Current).</p> <p>Equipment questionnaires were completed along with tours of the site. A baseline survey was performed on the Trinity Campus at two locations. Further baseline surveys were performed at the locations of these equipment.</p> <p>A process to refine the receptor list was undertaken in order to highlight specifically those types of equipment that were adjudged to be a potential risk to the type of EMI anticipated to be generated from the proposed development.</p> <p>Onsite testing was conducted, additional modelling and discussions around mitigations were conducted.</p>
Trinity College Dublin (TCD)	<p>Ground-borne Noise and Vibration</p> <p>Certain equipment has active dampening, needs to be monitored with and without dampening.</p>	<p>Vibration monitoring to be provided. Further details can be found in Chapter 14 (Ground-borne Noise and Vibration),</p>

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	<p>The Project Team were asked to look at a number of alternative routes that might mitigate their concerns.</p>	<p>Information on alternative routes is detailed in Chapter 7 (Alternatives)</p>
<p>National Concert Hall</p>	<p>Provide further details on sensitive receptors in the relevant buildings.</p>	<p>A baseline survey was performed at the location on the site that was closest to the proposed alignment.</p> <p>The data and results of surveys are presented in the report titled "19E7901-3 MetroLink EMR Baseline Survey"</p> <p>Further details are presented in Chapter 12 (Electromagnetic Compatibility & Stray Current).</p>
<p>The Gate Theatre</p>	<p>Discuss possible EMI from the proposed development.</p>	<p>A site visit was undertaken to meet stakeholders at the Gate Theatre and discuss possible EMI from the proposed development. Further details are presented in Chapter 12 (Electromagnetic Compatibility & Stray Current).</p>
<p>Rotunda IVF Clinic/Hospital</p>	<p>Expressed concern about potential air quality pollution, e.g., dust, from construction, and its negative impacts on patients. Has requested air monitoring during construction phase.</p> <p>IVF clinic has sensitive equipment so that will need to be looked at but not part of these surveys."</p> <p>Critical to identify the baseline environmental conditions along the route and sensitive receptors that may potentially be impacted during the construction and/or operational phase of the scheme.</p>	<p>How construction dust and noise will be controlled and managed have been assessed in Chapter 5 (MetroLink Construction Phase), Chapter 16 Air Quality and Appendix A16.4 Dust mitigation.</p> <p>Discussions with the stakeholder highlighted plans that were ongoing for the relocation of the Clinic to an alternative location away from the Rotunda Campus.</p> <p>A baseline survey was conducted outside the Rotunda IVF Clinic above the proposed alignment.</p> <p>Further details are presented in Chapter 12 (Electromagnetic Compatibility & Stray Current).</p>

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Eastern Midland Regional Waste Authority (EMRWA)	<p>Discussions about spoil management and available landfill sites in Ireland.</p> <p>Discussions on EPA's acceptance criteria – available facilities</p> <p>Discussions about updates on Tara Mines, and other construction projects that may have synergies with Metrolink</p> <p>Review of MetroLink Project waste strategy</p>	<p>See Chapter 24 (Resource & Waste Management).</p> <p>On the basis of this discussion, third party sites suitable for receiving materials were identified.</p> <p>As discussed in Chapter 24 (Resource & Waste Management), a site at Huntstown was identified as an appropriate location to receive spoil material.</p> <p>Chapter 24 (Resource & Waste Management) outlines the agreed proposals for the management of spoil and waste generation.</p>
Individual landowners and occupiers	<p>Access to the holdings throughout construction</p>	<p>Farm visits were carried out to establish the specific baseline conditions of individual land parcels and to record other relevant details on all agricultural lands in agricultural use at the time of the study.</p> <p>Evaluation of farm types and predicted impacts along the proposed Project.</p> <p>Identifying and categorising the magnitude, duration and significance of the impacts.</p> <p>Chapter 5 (MetroLink Construction Phase).</p> <p>See Chapter 23 (Agronomy) for more details.</p>
Irish Farmers Association	<p>Degree of land take to the holding</p>	<p>Chapter 21 (Land Take)</p>
Teagasc	<p>Degree of severance to the holding</p>	<p>Chapter 11 (Population and Land Use)</p>
Agricultural Consultants Association	<p>Timeline for the proposed Project.</p>	<p>Chapter 5 (MetroLink Construction Phase).</p>
An Garda Síochána	<p>Security and safety</p> <p>Hostile vehicle management</p>	<p>A hostile vehicle restraint barrier will be provided at all station entrance locations.</p>

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		<p>Fencing and barriers will be installed along the top of cuttings and embankments, as applicable.</p> <p>Details in Chapter 4 (Description of the MetroLink Project)</p>