



**Metro North Depot**

**Final Draft EIS Scoping Report**

**January 2011**

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## **1.0 METRO NORTH DEPOT FINAL DRAFT ENVIRONMENTAL IMPACT STATEMENT SCOPING REPORT**

### **1.1 Introduction**

An Bord Pleanála granted the Railway (Metro North – Belinstown to St. Stephen’s Green) Order 2010 (the Order) on 27th October 2010. Condition 1(i) of the Order states that:

An application for a Railway Order shall be made to An Bord Pleanála for the following:

A re-located depot (and associated infrastructure) which shall be situated in the general vicinity of Dardistown, that is between the M50 motorway and Dublin Airport. The revised proposal shall consider possible synergies with the proposed Metro West light rail order, which it is proposed would tie-in with Metro North at this location.

RPA has considered a range of alternatives for relocating the depot. These will be outlined in the Alternatives chapter of the Metro North Depot Environmental Impact Statement (EIS). The preferred depot location is Dardistown North.

An EIS will be prepared for the proposed depot at Dardistown North and an application will be made to An Bord Pleanála for a Railway Order (RO) to permit the construction of the depot. As a preliminary step in the preparation of an EIS, this Final Draft EIS Scoping Report has been prepared. This document sets out the proposed content (scope) of the EIS, the environmental issues to be investigated and the methodology for assessment of the environmental issues.

This document refers only to the scoping of the EIS for the Metro North Depot and for the remainder of the report the Metro North Depot will be referred to as “the proposed scheme”.

### **1.2 Legal context**

The Transport (Railway Infrastructure) Act 2001 as amended by the Planning and Development (Strategic Infrastructure) Act 2006 sets out the process under which statutory authority for new railway projects is to be granted. This process involves an application being made for a RO for the construction, operation and maintenance of railway infrastructure. A fundamental requirement of the RO application for the

proposed scheme, and a key component of the decision making process, is an Environmental Impact Assessment (EIA).

The application for a RO must be accompanied by a draft of the order being sought, a plan of the works to be carried out under it, a list of any properties shown on the plan of the works and the purported owners and occupiers of those properties (known as a Book of Reference) affected by the application and an EIS. The relevant parts of the Planning and Development (Strategic Infrastructure) Act 2006 came into force in early 2007, when the power to grant or refuse a RO application was transferred from the Minister for Transport to An Bord Pleanála.

### **1.3 Purpose of the EIS scoping study**

The environmental scoping study is a key element of the EIA process. Even though it is not a legislative requirement, it is considered best practice. Development of the environmental scoping information signifies the beginning of the process for developing an EIS in compliance with the Transport (Railway Infrastructure) Act 2001.

The main purpose of the EIS scoping study is to:

- Identify environmental issues which may arise during the construction and operation of the proposed scheme and which should therefore be addressed in more detail as part of the EIA
- Examine potential environmental issues and determine whether any may be partially or wholly omitted from the EIA (scoped out). This ensures that resources and time are focused on the key issues
- Identify mitigation and enhancement measures at an early stage in the design process, thereby minimising the need for subsequent design amendments and ensuring that environmental protection and sustainability are key factors in the project design
- Outline proposed methodologies for undertaking the EIA
- Outline the likely contents of the EIS
- Form a basis of common reference for consultation about the scope and methodology for the EIS

It must be noted that scoping of issues is reversible, as the project design develops and it becomes apparent that a significant impact may arise, the environmental issues will be readmitted to the EIA process as appropriate.

The EIA process requires a multi-disciplinary approach due to the many varied environmental topics (ecological, human, etc.) that may be affected.

Once the EIA methodologies outlined in this Final Draft EIS Scoping Report have been applied, it will be reported in an EIS to accompany the RO application. The EIS will describe the preferred depot option, the existing environment, as well as identify all likely significant environmental effects, measures proposed to mitigate these effects, residual impacts and any remedial measures and/or monitoring required for the life of the proposed scheme.

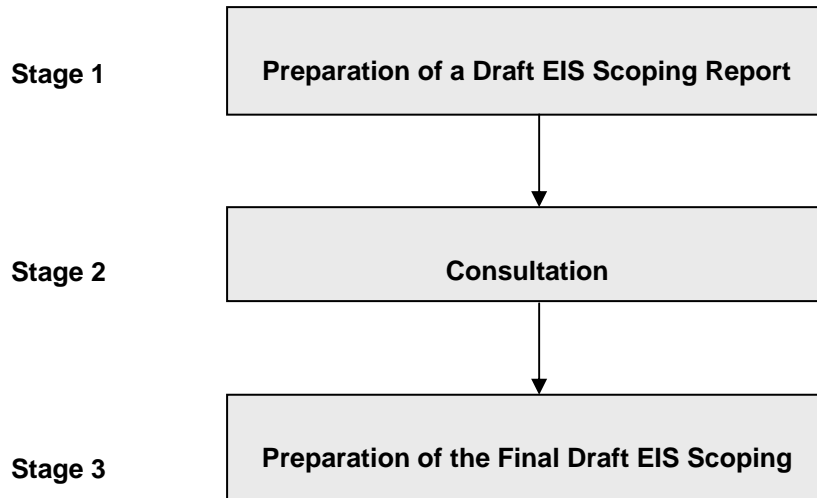
The EIS is being prepared in accordance with the following:

- Guidelines on the information to be contained in Environmental Impact Statements: Environmental Protection Agency (EPA, 2002)
- Advice Notes on Current Practice in the preparation of Environmental Impact Statements (EPA, 2003)
- Assessment guidelines relevant to the specialist area
- Relevant existing and/or emerging national and European legislation
- Best practice

#### **1.4 The scoping process**

This Final Draft EIS Scoping Report will form a basis of common reference for consultation about the scope and methodology for the EIS. Figure 1.1 illustrates the three stages in the EIS scoping process.

**Figure 1.1 EIS scoping process**



It is not the purpose of this report to undertake detailed measurement, calculation or assessment of potential impacts.

Development of this information signifies the beginning of the EIA process for production of an EIS for the proposed scheme. The output of the environmental scoping study will feed into and inform the ongoing project design.

### **1.5 Consultation**

Consultation in relation to the Draft EIS Scoping Report, December 2010 has taken place to ensure that the proposed scheme's EIS covers all concerns of those consulted, that the necessary studies will be undertaken and that the EIA is appropriate to particular local circumstances and the scale of the proposed scheme.

The Draft EIS Scoping Report, December 2010 was made available on the RPA website at [www.rpa.ie](http://www.rpa.ie). RPA advised of the availability of this document to statutory consultees, the public, stakeholders and interested parties. The Draft EIS Scoping Report was available for download from this website and comments on the Draft EIS Scoping Report were invited between December 8<sup>th</sup> and January 12<sup>th</sup> 2011. Parties involved in this consultation initiative are listed in Appendix II. Feedback received as a result of this consultation initiative is summarised in Appendix III of this Final Draft EIS Scoping Report.

All comments received thereafter in relation to the EIS will be incorporated into the EIS as appropriate. This will include any feedback from ABP pursuant to Section 39 3(a) of the Transport (Railway Infrastructure) Act, 2001 (amended by the Strategic

Infrastructure Act, 2006) regarding information to be contained in the EIS. All responses and feedback in relation to consultation on the Draft EIS Scoping Report have been incorporated into this Final Draft EIS Scoping Report, where appropriate. This Final Draft EIS Scoping Report, January 2011 is available on the RPA website ([www.rpa.ie](http://www.rpa.ie)).

It is important to note that the consultation process is an ongoing process and will evolve and continue right through the RO preparation process.

## **1.6 Project description**

The project involves the construction, operation and maintenance of a maintenance depot facility to support the operation of the Metro North system.

The depot is an essential piece of infrastructure which will make a major contribution to achieving the levels of operational reliability and cost effectiveness necessary for Metro North to be successful. The maintenance depot will be the main base for the operation and maintenance of the system.

The depot site will accommodate the following:

- A headquarters and administration building incorporating a central control room and associated car parking for the Metro operator and maintainer
- A maintenance workshop and stabling facilities for the Metro vehicles
- An infrastructure maintenance facility
- Washing and other ancillary facilities for the Metro vehicles
- Electricity substations for supplying power to the depot and to the Metro system
- A communications mast

The maintenance depot will be the central point where the operating systems and staff are located to control and regulate the service during normal and emergency operations, and communicate with staff and passengers.

There will be capacity for the stabling and maintenance for a nominal fleet of 32 Light Metro Vehicles (LMVs) based on a 5 minute headway, plus provision of expansion to accommodate a total of 74 LMVs based on a 2 minute headway.

The depot will accommodate the headquarters and administration building and will include accommodation for the operator, primarily drivers and customer service staff and the system maintainer.

The area required for the depot is approximately 13ha.

Construction will be undertaken on a phased basis with the site being cleared and made ready for the storage of LMVs. The main construction activities are summarised as follows and described in the following sections:

- Site set up
- Earthworks and drainage
- Structures, depot buildings, substations etc
- Installation of trackbed and rails
- Installation of mechanical, electrical and operating equipment
- Surface finishes and landscaping
- Testing and commissioning of the system

Initial works will most likely focus on the preparation of the depot site as a construction compound. During construction, staff car parking, offices, canteen and other facilities will be located at this site.

All relevant equipment and materials for works in the area will be stored at this compound and all area wide material and equipment will also be located here.

There is likely to be a requirement to import material to the preferred maintenance depot site. Imported material will be transported by road from other areas along the project and will be installed in layers and compacted. Typically the material is brought to site in tip trucks and dumped where it is to be installed. It is then spread out with either a bulldozer or mechanical excavator and levelled using a road grader. It is then compacted using a roller. Drainage will also be installed

Following the levelling of the site and the installation of drainage, the main maintenance shed and stabling lanes will be developed. Thereafter the remaining buildings will be built and commissioned. All equipment will then be installed and commissioned.

Hard and soft landscaping will be implemented following completion of the main works.

Following completion of the main infrastructure works, a period of testing and commissioning will occur. This will include testing of the power and communications systems, the LMVs and clearances between the tracks.

RPA has considered a range of alternative locations for the depot. The preferred depot location is at Dardistown North and is described in the following section and illustrated on a map included in Appendix 1.

### **1.6.1 Dardistown North**

The Dardistown North depot site is located to the north of the proposed Dardistown Metro stop, and south of the Dublin Airport boundary, between the R108 and the R132. The site is currently good quality arable agricultural land, with some playing fields. There are residential properties and other playing fields to the north of the site, fronting onto the Southern Perimeter Road. The entrance to the depot will be from the Southern Perimeter Road.

## **2.0 PROPOSED METHODOLOGIES FOR THE ASSESSMENT OF IMPACTS**

This section details the environmental topics that will be assessed and the likely significant impacts associated with the proposed scheme which will be described within the EIS. The likely potential impacts in relation to construction and operation of the proposed scheme have been identified. An overview of the assessment methodologies for each environmental topic is provided so that this can be communicated effectively to stakeholders and the general public.

### **2.1 Human Beings**

The potential impacts on human beings are also addressed under other environmental topics, such as planning and policy, socio-economics, landuse, noise, vibration, radiation and stray current and traffic.

#### **2.1.1 Planning and Policy**

The Planning and Policy Context chapter of the EIS will assess all national, regional and local policies and objectives relevant to the proposed scheme including:

- Capacity of land for development

- Existing community and other landuses in proximity to the proposed scheme
- Landuse trends in proximity to the proposed scheme
- Policy changes that could influence landuse
- Recent planning decisions by Fingal County Council (FCC) and An Bord Pleanála in proximity to the proposed scheme
- Potential for permitted/proposed and future development to be located in the vicinity of the proposed scheme

The proposed scheme will be assessed for compliance against relevant local, regional and national planning policy documents. The strategic planning context will include reference to current national and strategic policies and objectives.

The statutory development plan context will include reference to statutory landuse planning and development policies and objectives as adopted by FCC.

A review of potential proposed developments and recent land developments will also be undertaken along and in the general vicinity of the proposed scheme.

Environmental topic specific objectives and policies will also be referenced.

## **2.1.2 Human Beings: Landuse**

### 2.1.2.1 Scope

The existing landuses and landtake required for both construction and operation of the proposed scheme and its subsequent effects on landuse will be assessed.

### 2.1.2.2 Likely significant impacts

- Construction of the project will require temporary use of lands
- Lands will be permanently required for the operation of the proposed scheme and associated infrastructure
- Changes in landuse at the site that could influence future travel demand

### 2.1.2.3 Assessment methodology

A landuse desktop study will be undertaken to determine all existing landuses at the proposed scheme. Primary landuses (such as residential, commercial, retail, health/medical, educational, industrial, recreational) will be identified.

Temporary (construction) and permanent (operation) landtake will be assessed and evaluated in the EIS. The impact on the land being taken will be based on its current and future landuse.

### **2.1.3 Human Beings: Socio-economics**

#### 2.1.3.1 Scope

A demographic profile of the area around the proposed scheme will provide the socio-economic context within which socio-economic impacts may be assessed.

#### 2.1.3.2 Likely significant impacts

- The construction stage has the potential to disrupt people and business in the area
- Resources and amenities particularly valued in the area and their use
- People, groups or activities that may be affected by the proposed scheme (e.g. leisure activities, drivers, etc.)

#### 2.1.3.3 Assessment methodology

A desktop study of the baseline environment will be conducted.

Potential construction and operational impacts will be outlined and appropriate mitigation measures indicated where relevant.

### **2.1.4 Human Beings: Noise**

#### 2.1.4.1 Scope

The noise assessment takes into consideration available national and international guidance. Assessment of likely significant impacts will be undertaken for the construction and operational phases of the proposed scheme.

#### 2.1.4.2 Likely significant impacts

- Airborne noise is likely to occur during the construction phase
- Secondary noise impacts remote from the construction sites could potentially arise due to traffic diversions and construction traffic
- The proposed scheme will be used to house and maintain LMVs and maintenance may take place during the out of service hours at night. Noise will be generated from the operation of the proposed scheme
- The main potential source of airborne operational noise is the movement of LMVs within the proposed scheme, potentially impacting sensitive properties close to the proposed scheme

#### 2.1.4.3 Assessment methodology

The assessment will examine the impact of the addition of airborne noise from the construction and operation of the proposed scheme, evaluated by reference to noise receptors in the area.

Construction and operational noise will be predicted and assessed against recognised standards for impacts.

A baseline noise survey will be undertaken to determine the ambient noise environment at the potential sites for the proposed scheme. Both day and night time measurements will be taken.

The EIS will also identify measures to attenuate noise to as low as reasonably practicable during construction and operation.

### **2.1.5 Human Beings: Vibration**

#### 2.1.5.1 Scope

The vibration assessment will take into account available national and international guidance. Assessment of impacts will be undertaken for the construction and operational phases of the project.

#### 2.1.5.2 Likely significant impacts

- During construction, vibration could impact on sensitive receptors as a result of piling or using heavy vibrating compaction machinery depending on the distance of the construction works from any potential sensitive receptors

#### 2.1.5.3 Assessment methodology

The baseline environment in relation to vibration will be categorised and an impact assessment of the construction and operational phases of the proposed scheme will be carried out. This chapter of the EIS will be carried out in accordance with all relevant national and EU legislation and guidance.

The EIS will identify areas where mitigation is likely to be required to minimise any impacts.

## **2.1.6 Human Beings: Radiation and Stray Current**

### 2.1.6.1 Scope

The potential for interference to existing and potential receptors and potential impacts associated with radiation and stray current from operation of the proposed scheme will be assessed. Radiation and stray current is not expected to be generated during the construction phase.

### 2.1.6.2 Likely significant impacts

- Electromagnetic (EM) emissions may be generated by the power supply system elements of the proposed scheme such as electrical substations and power cables, by the overhead traction system, or by the propulsion system onboard the trams
- The proposed scheme's systems could be susceptible to external EM fields that are generated by sources such as electricity cables and local radio frequency (RF) transmitters
- Stray currents may be generated externally from a number of sources including industrial premises and internally from any poorly insulated sections of rail, from which uncontrolled earth leakage takes place

### 2.1.6.3 Assessment methodology

It is proposed to assess the proposed scheme's compliance in accordance with all applicable directives and standards in addition to guidelines on limiting exposures to EM fields as published by the International Commission on Non-Ionising Radiation Protection (ICNIRP) and the EU Electromagnetic Field (EMF) Recommendation 1999/519/EC.

Details of the proposed scheme and the system parameters will be assessed including the proposed power feeding arrangements, radio mast, the overhead lines, traction return system, the signalling systems and the vehicle propulsion systems.

The baseline evaluation will include a desktop study of existing available data and consultation with relevant stakeholders, including Dublin Airport Authority (DAA), to identify sensitive receptors and external sources of EM radiation.

Compliance with relevant standards and guidelines shall be achieved through design studies, mitigation measures and verification testing.

## **2.1.7 Human Beings: Traffic**

### 2.1.7.1 Scope

The Human Beings: Traffic chapter of the EIS will primarily evaluate the impact of the proposed scheme on all road users including general traffic, public transport, Heavy Goods Vehicles (HGVs), pedestrians and cyclists.

The planning of the proposed scheme will aim to optimise the level of service, segregation and priority for the proposed scheme with minimal effect on other users of the transport network by:

- Minimising the impact on bus services throughout construction and operation
- Maintaining accessibility for pedestrians and cyclists
- Taking account of future road and public transport proposals
- Developing appropriate traffic management measures
- Consulting with relevant stakeholders

### 2.1.7.2 Likely significant impacts – construction

- Some traffic disruption during construction is likely which may include traffic diversions and reallocation of existing road space. There is also the possibility for the requirement of short term temporary road closures.
- Construction will also require movements of HGVs to import fill material, plant, equipment and materials and also to remove construction and demolition waste

### 2.1.7.3 Likely significant impacts – operation

- Modal shift from other modes of transport is likely to reduce the number of car journeys on the road network overall in future years. Impacts will include localised increases and decreases in traffic volumes and may result in traffic delays at junctions adjacent and at the depot entrance.
- Reallocation of existing roadspace to cater for the proposed scheme and any new junctions.

### 2.1.7.4 Assessment methodology

The NTA holds an up to date strategic multi-modal transport model for the GDA. A relevant portion of this model covering the vicinity of the proposed scheme will be used, with enhanced detail and accuracy, to assess the impact of the proposed

scheme on traffic patterns. This will be supplemented where appropriate by more detailed modelling of individual junctions. Forecasts will be produced for an agreed future year in which the proposed scheme and other Transport 21 schemes are fully operational. The model will take into account other planned infrastructure projects and their respective timelines.

Modelling of traffic flows, routing and congestion will be supplemented by site surveys to identify other impacts and possible mitigation measures.

The assessment will cover impacts on all road users, specifically including:

- Traffic congestion and delay
- Changes to the ease with which pedestrians can cross roads
- Changes to bus lanes and cycle lanes, and consequent re-routing of bus services and bicycle flows
- Changes to property accesses

The following standards and guidelines will be consulted as part of the traffic assessment:

- Institution of Highways and Transportation Guidelines on Traffic Impact Assessment (1994)
- Design Manual for Roads and Bridges (DMRB, 1997)
- NRA Growth Factors 2002–2040 (NRA, 2003)
- Traffic Management Guidelines (Department of Transport (DoT), 2003)
- Traffic and Transport Assessment Guidelines (NRA, 2007)
- Policy Statement on Development Management and Access to National Roads (NRA, 2006)

The traffic modelling will also take account of the landuse characteristics of the area and any significant changes in landuse resulting from the opening of the proposed scheme. Pedestrian activity at stops will be linked to the proposed scheme patronage data and changes in traffic levels on individual roads will feed into assessment of noise and local air quality impacts.

## **2.2 Flora and Fauna**

### **2.2.1 Scope**

The flora and fauna assessment will take into account available national and international guidance. Assessment of impacts will be undertaken for the construction and operational phases of the project. The sites consist of mainly agricultural land and sports and leisure facilities, i.e. playing fields.

### **2.2.2 Likely significant impacts**

- The potential pollution of watercourses during the construction phase through uncontrolled discharges and which therefore may impact on aquatic ecology
- Habitat severance, habitat deterioration or loss of habitat (e.g. severance of badger foraging areas, loss of potential bat roosts in trees and buildings, or loss of treelines and other wooded areas) during construction may impact on flora and fauna
- Potential for disturbance to wildlife during construction and operation
- Potential for bird strike (collision of birds with the overhead traction power supply)

### **2.2.3 Assessment methodology**

The assessment will establish the current baseline ecological conditions, the construction and operational activities and will predict their impacts or changes to the baseline in the future. This will be followed by the determination of mitigation measures to avoid or attenuate potential impacts.

The criteria to be used for evaluating ecological sites and rating impacts will follow the Guidelines for Assessment of National Road Schemes, (NRA, 2006).

## **2.3 Soil and Geology**

### **2.3.1 Scope**

This chapter of the EIS will focus mainly on the likely significant impacts on soil and geology, during the construction and operation of the proposed scheme.

### **2.3.2 Likely significant impacts**

- Loss of soil cover at the site
- Risk that existing natural soils may be contaminated by construction and operational activities such as accidental fuel spills

- Potential to encounter contamination of the underlying ground and specifically the environmental issues arising from its excavation, handling, on-site processing, transport and off-site disposal or recovery
- Soil erosion and compaction
- Removal and storage of spoil
- Impacts on any features of geological or geomorphological interest and importance
- Impact of surface water run-off on soil quality over the operational life of the project

### **2.3.3 Assessment methodologies**

Baseline data collection will include an assessment of topographic mapping and any relevant published information, e.g. GSI online mapping and datasets, in the vicinity of the proposed scheme which will be followed by a walkover survey.

Further baseline information on the nature, depth and quality of soils, rock and groundwater in the area will be obtained from ground investigation.

Mitigation strategies will be developed with the design team and incorporated into the overall design to address significant potential impacts on soil and geology arising from its construction and operation. Residual impacts arising after the establishment of mitigation measures will also be subject to assessment.

## **2.4 Waste Management**

### **2.4.1 Scope**

This chapter of the EIS will focus on the likely significant impacts in relation to waste, during the construction and operation of the proposed scheme.

### **2.4.2 Likely significant impacts**

- Disposal of waste material, arising from excavated unsuitable material, vegetation, contaminated soils and building and demolition wastes
- Excavation of hazardous waste in areas of contaminated lands where identified
- Waste generation from construction and operation may cause a number of direct and indirect impacts on other environmental topics such as air quality (dust, odours), traffic, noise, soils (contaminated land), geology, water, health, etc.

### **2.4.3 Assessment methodologies**

The volumes of construction waste material will be calculated and the potential re-use of such wastes assessed. Requirements and recommendations will be indicated for the collection, disposal and/or off-site treatment of contaminated materials.

Potential waste arising from the operational phase will be identified in addition to identifying waste management measures.

Mitigation strategies will be developed and likely significant adverse impacts will be avoided wherever practicable. Residual impacts arising after the establishment of mitigation measures will also be subject to assessment.

## **2.5 Water Quality (Groundwater and Surface Water)**

### **2.5.1 Scope**

The Groundwater and Surface Water chapters will focus mainly on the likely significant impacts on the quality of surface water bodies, water courses, streams and ditches and groundwater quality and hydrogeology, during the construction and operation of the proposed scheme.

### **2.5.2 Likely significant impacts**

- The construction phase has the potential to pollute watercourses/aquifers through uncontrolled discharges
- The excavation of material has the potential to provide preferential pathways for pollutants to enter groundwater and increase the vulnerability of the underlying aquifer
- The removal of vegetation during construction and the storage of excavated materials have the potential to cause increased sediment and silt run-off into adjacent water bodies
- There is potential for hydrocarbon contamination from the operation of the proposed scheme as a result of oils, mechanical fluids, lubricants, etc
- Potential for contamination as a result of the use of pesticides that may be used for the control of vegetation
- Potential impacts may also arise from the operation of the proposed scheme in terms of drainage and flooding impacts

### **2.5.3 Assessment methodologies**

A desktop study will be carried out on existing available data including mapping, e.g. GSI online mapping and datasets. This will be followed by field assessments.

The assessment will identify the likely significant impacts to water quality including the potential for flood risk during both the construction and operational stage. The assessment will classify each of the potential impacts according to their significance. Mitigation strategies will be developed and potentially adverse environmental impacts will be avoided and reduced wherever practicable. Residual impacts arising after the establishment of mitigation measures will also be subject to assessment.

## **2.6 Air and Climatic Factors**

### **2.6.1 Scope**

Likely significant impacts on air quality may result during the construction phase of the proposed scheme, when dust emissions have the potential to create nuisance. No construction related impacts to climate are anticipated. During operation, potential air quality impacts relate principally to traffic associated with operation of the proposed scheme.

### **2.6.2 Likely significant impacts**

- Construction activities associated with the proposed scheme have the potential to generate dust, which may cause nuisance at nearby receptors for short periods of time
- Operation of the proposed scheme may have an impact on air quality due to traffic associated with operation of the proposed scheme
- Secondary and remote impacts will be associated with the generation of electricity for the proposed scheme which may also have an impact in terms of the quantity of carbon dioxide (CO<sub>2</sub>) emissions
- The paving of any substantial green areas could have a localised effect on the microclimate

### **2.6.3 Assessment methodology**

Relevant air quality baseline data will be obtained from a number of sources including FCC, DAA and the EPA. Climate data will be obtained from Met Éireann.

In terms of construction impacts, the potential adverse impacts of dust will be assessed qualitatively by considering the potential for impacts at sensitive receptors in close proximity to the proposed scheme.

There are no established criteria for the assessment of dust deposition arising from construction sites. A risk-based approach has therefore been developed to identify the potential to generate significant quantities of dust near to sensitive receptors. A risk evaluation matrix has been devised and used to determine the significance of effects arising from construction dust deposition.

Operational impacts from the proposed scheme will be assessed against EU and Irish air quality standards. The EIS will identify areas where mitigation is likely to be required to minimise any impacts.

## **2.7 Landscape and Visual**

### **2.7.1 Scope**

Landscape and visual impacts will be assessed for the construction and operational phases of the proposed scheme. Landscape and visual impact will be assessed separately for the proposed scheme.

### **2.7.2 Likely significant impacts**

- Construction of the proposed scheme may have potential temporary negative impacts on landscape and visual aspects of the receiving environment. Such impacts include construction traffic and associated haulage routes, construction lighting, plant and machinery, hoarding and site compounds
- The proposed scheme will generate permanent effects on landscape and visual aspects of the environment due to the changes to the fabric of the study area and in the visual environment caused by the operation of and the infrastructure associated with the proposed scheme
- Impacts in terms of lighting may also occur

### **2.7.3 Assessment methodology**

The study area used in this assessment refers to the proposed depot site itself and its wider landscape context in the study of the physical landscape and landscape character. This may extend up to 1km in all directions from the depot site in order to achieve an understanding of the overall landscape. In terms of the visual

assessment, the study of visual amenity may extend outside the study area where necessary.

The assessment will include the following:

- Desktop and site survey of detailed depot design, maps, aerial photography and other information relevant to the study area
- Assessment of the likely significant impacts of the proposed scheme to determine the main impacting features, the degree to which these elements would be visible in relation to observations made during the field survey. In determining visibility, the views to and from the proposed scheme will be considered
- Assessment of the likely significant impacts in terms of lighting during both construction and operation will be carried out
- The identification of mitigation measures including specific landscape measures (SLMs)

## **2.8 Material Assets: Archaeology, Architectural and Cultural Heritage**

### **2.8.1 Scope**

The assessment in terms of archaeology, architectural and cultural heritage will be based on a review of available data and a field inspection in order to define the archaeological, architectural and cultural heritage baseline environment. In accordance with best practice and subject to landowner consent and access, RPA proposes to carry out additional surveys and investigations to supplement the currently available information for the preferred depot location. This will be followed up by an assessment of the likely significant impacts from the proposed scheme and development of mitigation measures to reduce or ameliorate potential adverse impacts. Initial scoping has indicated that there does not appear to be likely significant impacts on cultural heritage and architectural heritage. The assessment of these topics will therefore be addressed in association with the impacts on archaeological heritage and presented in one chapter of the EIS.

### **2.8.2 Likely significant impacts**

- In terms of archaeological impacts, the construction phase of the proposed scheme will have the most potential impact as this is when permanent loss/impact can occur

- Impacts on known archaeological sites may occur and due to the nature of archaeology, impacts may also occur on previously unrecorded sub-surface remains should they exist
- In terms of cultural and architectural heritage potential impacts may occur both during the construction and operational phase of the project. Should they exist these impacts may be permanent or temporary in nature.

### **2.8.3 Assessment methodologies**

The archaeology, architecture and cultural heritage assessment shall be based on all relevant existing and or emerging national and European legislation; Department of Environment, Heritage and Local Government 'Architectural Heritage Guidelines 2004' and the NRA 'Guidelines for Assessment of Archaeological/Architectural Heritage Impacts of National Road Schemes'

A general survey will consist of a document and cartographic search utilising a number of sources including the following:

- Record of Monuments and Places (RMP)
- Register of Historic Monuments
- Sites and Monuments Record (SMR)
- National Museum of Ireland Topographical Files
- City and county development plans
- Record of Protected Structures (RPS)
- Cartographic and photographic sources
- National Inventory of Architectural Heritage (NIAH)
- Irish Architectural Archive
- Published sources

Consultations with local authorities and key stakeholders will be undertaken and a field survey shall also be carried out to verify the desktop study and to identify all potentially impacted areas. Known archaeological sites, sites of architectural heritage merit and items of cultural heritage identified in proximity or within the proposed route will be inspected. During the field inspection previously unrecorded structures or features and areas of archaeological potential impacted by the depot may be noted and photographed by the field archaeologist.

Where feasible, additional archaeological investigations such as advance geophysical survey and test trenching shall be carried out subject to landowner consent and provision of access. All such investigations will be undertaken in accordance with licences issued by the Minister for Environment Heritage and Local Government and the National Museum of Ireland and in accordance with the Code of Practice agreed between the RPA and the Department of Environment, Heritage and Local Government (DoEHLG).

The assessment will identify the likely significant impacts to archaeological, architectural and cultural heritage during both the construction and operation stage. Mitigation strategies will be developed and potentially adverse impacts will be avoided and reduced wherever practicable. Residual impacts arising after the establishment of mitigation measures will also be subject to assessment.

## **2.9 Material Assets: Non-Agricultural Property**

### **2.9.1 Scope**

All non-agricultural properties are viewed as being very important to the individual owners and occupiers and can be very sensitive to acquisition and other impacts. Properties in the vicinity of the proposed scheme include residential, commercial and public recreational space.

### **2.9.2 Likely significant impacts**

- The proposed scheme will require the taking of land from a number of non-agricultural properties
- The operational impacts on property relate to aspects already addressed in this scoping report such as noise and vibration, air quality, landscape and visual amenity and architectural heritage

### **2.9.3 Assessment methodology**

The material assets assessment will be carried out in accordance with all relevant existing and/or emerging national and European legislation.

A detailed analysis of property at the proposed scheme will be carried out and the properties that will require acquisition, demolition or reconstruction will be determined. Mitigation measures will be developed to avoid and minimise property impacts.

## **2.10 Material Assets: Utilities**

### **2.10.1 Scope**

Utilities refer to physical infrastructure such as electricity, gas, telecommunications and other communications infrastructure, surface drainage and foul drainage networks and transport infrastructure. This chapter of the EIS will focus on the likely significant impact in relation to utilities, during the construction and operation of the proposed scheme.

### **2.10.2 Likely significant impacts**

- Construction of the proposed scheme is likely to impact on existing utilities
- In terms of operation, there is potential for Electromagnetic Interference (EMI)

### **2.10.3 Assessment methodology**

All utility infrastructure will be identified at the proposed scheme. Following a desktop assessment, field assessment and consultation with all respective utility providers, the potential impacts on utilities at the proposed scheme will be identified.

A program for utility relocation during the construction stage (enabling works) will be developed. Engineering and/or construction solutions will be developed with the engineering design team and incorporated into the proposed scheme to mitigate the unavoidable impacts arising from the construction of the proposed scheme. Potential disruption to transport infrastructure will be assessed and a programme detailing any proposed disruption and measures to minimise disruption will be determined.

## **2.11 Material Assets: Agronomy**

### **2.11.1 Scope**

The agricultural impact is the overall effect of a scheme on a farm holding. The degree to which a scheme impacts upon an individual farm depends on landtake, severance, farm size and type, impact on farm buildings and/or facilities.

In terms of the study area, a significant portion consists of agricultural land where tillage farming takes place.

### **2.11.2 Likely significant impacts**

- Construction of the proposed scheme may include impacts such as landtake, severance of lands, noise, dust, soil disturbance, interference with access points to lands and interference of access to severed lands
- Existing services on affected lands may be interrupted during the construction period and there may also be disturbance of drainage works
- The main potential impacts associated with the operation of the proposed scheme are landtake and fragmentation of farm units

### **2.11.3 Assessment methodology**

The agricultural assessment will consist of a desktop review, impact assessment and a recommendation of mitigation measures. The desktop review will involve a review of all available mapping and reports. Consultation will be carried out with all affected landowners and a walkover study of the route to enable an assessment of the impact and recommended mitigation measures required.

Mitigation measures will be proposed as appropriate for those properties with significant adverse effects. The residual impact of the proposed scheme on each property will be reassessed following recommended mitigation using the same criteria.

## **3.0 EIS STRUCTURE AND CONTENTS**

The EIS will be submitted to An Bord Pleanála as part of the RO application for the project. The structure of the EIS will be in accordance with EPA Guidelines on the information to be contained in Environmental Impact Statements (2002). The EIS will comprise a number of sections.

An introductory section will outline the planning and environmental legislative requirements in relation to the proposed scheme together with a description of the requirement for an EIA, the structure of the EIS and the EIS project team. A description of the needs and objectives of the proposed scheme will also be provided.

The overall approach to the EIA process will be detailed including a description of how the scope of the EIA was defined and the issues relating to the consultation process undertaken by RPA.

### **3.1 Planning context**

The planning context for the project, including national, regional and local policy guidance will be detailed.

A description of difficulties encountered and any limitations that were experienced by the project team will be provided.

### **3.2 Alternatives**

This section will describe and appraise the alternatives that were considered during the design of the proposed scheme and during the EIA process. Consultation that was undertaken with regard to the design of the proposed scheme will also be discussed.

### **3.3 Project description**

A description of the proposed scheme including the design principles, risk analysis, safety issues, construction methodology and programme will be provided.

### **3.4 Existing environment**

A description of the baseline environment of the proposed scheme will be provided for each environmental topic.

### **3.5 Impacts associated with the proposed scheme and mitigation measures**

A description of the likely significant impacts that will occur during the construction and operational phase of the proposed scheme will be provided for each environmental topic. The likelihood, extent, magnitude, duration and significance of impacts will be described.

The mitigation measures to be put in place to mitigate the likely significant impacts will be described and the residual impacts that will persist after mitigation has been put in place will be also be detailed.

Mitigation measures will be provided to avoid, reduce or remedy the impacts. Residual impacts will be classified as insignificant or significant. If residual impacts are deemed to be significant, then the level of significance will be explained in the EIS, i.e. Imperceptible, Slight, Moderate, Significant, Profound.

### **3.6 Interrelationships, Interactions and Cumulative Impacts**

A chapter within the EIS will detail the interrelationships, interactions and cumulative impacts between the various environmental topics. The key interrelationships that exist between the various affected environmental topics will be described. Cumulative impacts associated with the proposed scheme will also be considered. Cumulative or combined impacts due to the combination of the proposed scheme and other projects in the same area will be examined. This will include cumulative impacts (impacts which cumulate over space and time to generate a larger overall impact) and other impact interaction.

### **3.7 Non-Technical Summary**

A Non-Technical Summary (NTS) will provide a summary of the main findings from the EIS.

It is likely that the EIS will be presented in one book, including the following:

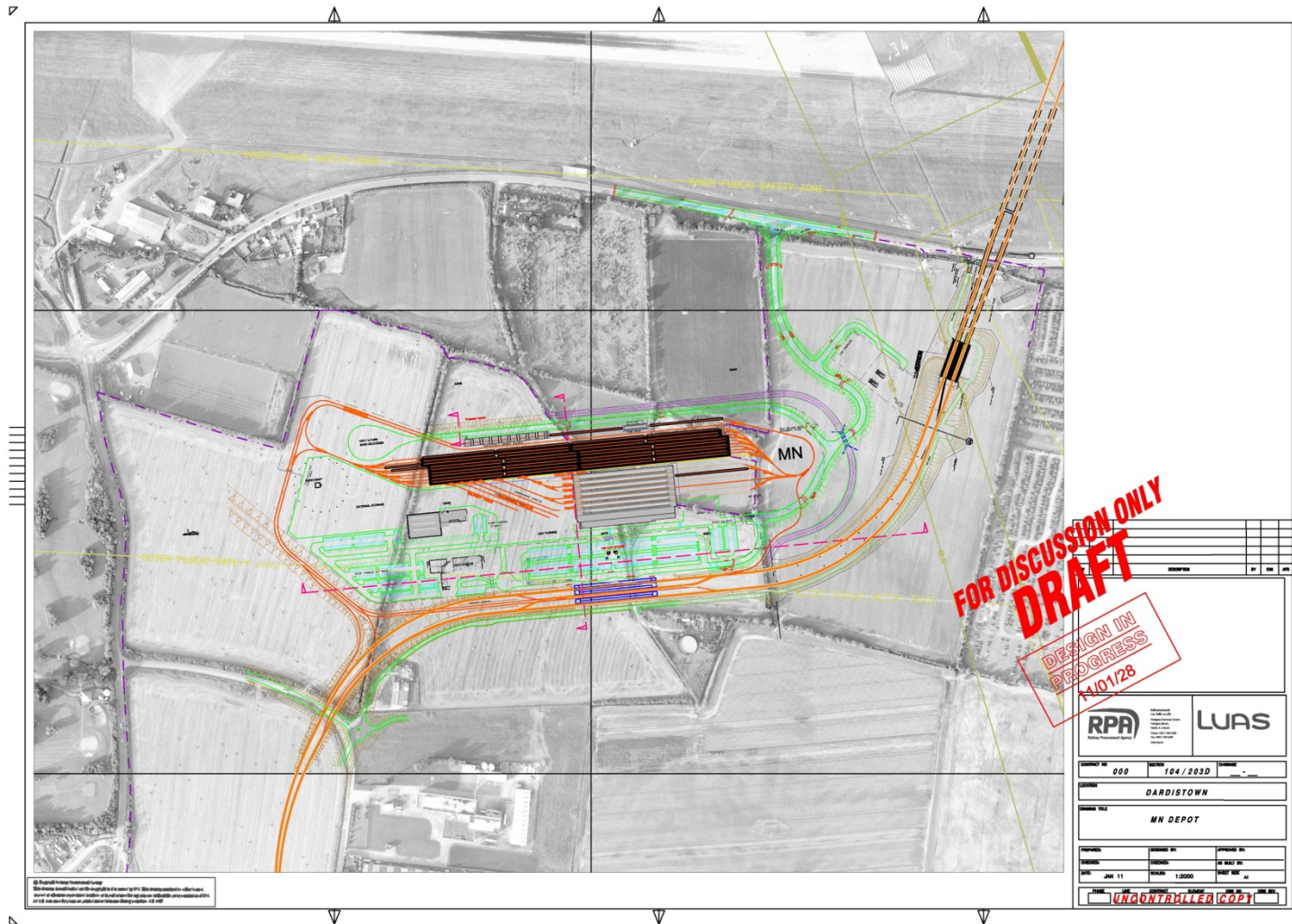
- Introduction to the proposed scheme, description of the receiving environment, description of environmental impacts and mitigation measures
- Maps (baseline and impact)
- Annexes to the EIS
- EIS Non-Technical Summary (NTS)

It is the intention of RPA that the EIS will be clear, concise, representative and of an appropriate standard to reflect the nature and scale of the proposed scheme. The EIS will be made widely available.

## **APPENDIX I**

### MAP OF METRO NORTH DEPOT LOCATION

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## **APPENDIX II**

### **LIST OF EIA CONSULTEES**

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Environmental Topic	Stakeholders		
EIA Scoping and Consultation (includes consultees relevant to environmental aspects listed below)	An Comhairle Ealaíon An Óige An Taisce Badgerwatch Ireland Bat Conservation Ireland Birdwatch Ireland Bord Gáis Bord na Móna BT Ireland Cable and Wireless Coillte Comhar Commission for Communications Regulation (ComReg) Commission for Energy Regulation	Department of Communications Energy and Natural Resources Department of Community, Rural and Gaeltacht Affairs Department of the Environment, Heritage and Local Government Department of Enterprise Trade and Employment Department of Health and Children Department of Transport Department of Justice, Equality and Law Reform Department of Social and Family Affairs Dublin Airport Authority Dublin Chamber of Commerce	Dublin Docklands Development Authority Dublin Fire Brigade Dublin Naturalist Field Club Dublin Port Company Dublin Regional Authority National Transport Authority (formerly the Dublin Transportation Office) Inland Fisheries Ireland (formerly the Eastern Regional Fisheries Board) Eircom Enterprise Ireland Environmental Protection Agency ESB Fáilte Ireland

Environmental Topic	Stakeholders		
	Crann Department of Agriculture, Fisheries and Food Department of Arts, Sport and Tourism Irish Architectural Archive Irish Aviation Authority Irish Business and Employers Confederation (IBEC) Irish Congress of Trade Unions Irish Council for Social Housing Irish Farming Association Irish Georgian Society Irish Landscape Institute Irish Orienteering Association	Dublin Cycling Campaign Dublin City Council Dublin City Development Board Dublin City Enterprise Board Mid-East Regional Authority National Association of Regional Games Councils National Body for Residents Associations National Building Agency National Construction and Demolition Waste Council National Disability Authority National Museum of Ireland National Parks and Wildlife Service	FÁS Forfás Friends of the Earth, Ireland Geological Survey of Ireland Health and Safety Authority Health Service Executive Heritage Council O2 Royal Institute of Architects of Ireland Royal Irish Academy Fingal Chamber of Commerce Fingal County Council Fingal Development Board Fingal Enterprise Board Sustainable Energy Ireland

Environmental Topic	Stakeholders		
	Irish Planning Institute Irish Tourist Industry Confederation Irish Wildlife Trust Met Éireann Muintir na Tíre	National Roads Authority National Taxi Drivers Union National Women's Council of Ireland National Youth Council of Ireland Office of Public Works	Tree Council of Ireland UPC/NTL Verizon Vodafone Ireland Waterways Ireland
Air Quality	Local Authorities	Environmental Protection Agency	
Archaeology, Architectural and Cultural Heritage	National Monuments (Department of the Environment Heritage and Local Government)	Local Historical and Archaeological Groups	Heritage Council An Taisce
Ecology	Inland Fisheries Ireland (formerly the Eastern Regional Fisheries Board) National Parks and Wildlife Service	Bat Conservation Ireland Birdwatch Ireland	Badgerwatch
Landscape, Visual Amenity	Fingal County Council Parks Division	Sports Clubs	
Noise and Vibration	Local Authorities	Environmental Protection Agency	
Radiation and Electromagnetic	Dublin Fire Brigade	Commission for Communications	Radiological Protection Institute of

Environmental Topic	Stakeholders		
Aspects	An Garda Síochána	Regulation Utility Companies	Ireland
Soil and Geology	Geological Survey of Ireland Teagasc	Environmental Protection Agency	Local Authority Environment Services Departments
Traffic	Bus Éireann CIÉ National Roads Authority	Iarnród Éireann Dublin Bus Department of Transport	Chambers of Commerce Dublin Airport Authority
Waste	Environmental Protection Agency	National Construction and Demolition Waste Council	
Water Quality	Bord Iascaigh Mhara Office of Public Works	Inland Fisheries Ireland (formerly the Eastern Regional Fisheries Board) Environmental Protection Agency	Waterways Ireland Local Authority Environment Services Departments

### **APPENDIX III**

SUMMARY OF FEEDBACK RECEIVED AS PART OF CONSULTATION ON THE  
METRO NORTH DEPOT DRAFT EIS SCOPING REPORT, DECEMBER 2010

Table 3.1 summarises the feedback received by consultees as part of consultation on Metro North Depot Draft EIS Scoping Report, December 2010. It must be noted that at the time of the release of the Draft EIS Scoping Report the preferred depot option had not been identified and an evaluation and consultation process was being carried out for three main alternative sites at Dardistown North, Dardistown South and Fosterstown South.

The following abbreviations are used in this section:

- BD: Bovale Developments
- DoCENR: Department of Communications, Energy and Natural Resources
- DoCRGA: Department of Community, Rural and Gaeltacht Affairs
- DoJELR: Department of Justice, Equality and Law Reform
- DoSFA: Department of Social and Family Affairs
- DAA: Dublin Airport Authority
- EPA: Environmental Protection Agency
- FCC: Fingal County Council
- GSI: Geological Survey of Ireland
- HSE: Health Service Executive
- IFI: Inland Fisheries Ireland
- NRA: National Roads Authority
- Landowner (ILTP on behalf of landowner)

**Table 3.1 Summary of feedback from consultees**

<b>Environmental Topic</b>	<b>Comment</b>	<b>Party</b>	<b>Response</b>
Planning and Policy Context	RPA must have sufficient regard for national and regional policy as well as the direction of the Board in regards to any consideration of proposed depot options	BD	As part of the EIA process, all relevant national, regional and local planning and policy documents will be considered in full and will be outlined in the Planning and Policy Context chapter of the

	A private landowner in the Dardistown area made a submission in relation to the potential impacts to their development land including the planning and development background to the lands.	Landowner	EIS.  As part of the EIA process, all relevant national, regional and local planning and policy documents will be considered in full and will be outlined in the Planning and Policy Context chapter of the EIS.
Human Beings: Landuse	Impacts on general landuse severance as well as the severance of agricultural land should be addressed	DAA	This will be addressed in the Human Beings: Landuse chapter of the EIS.
Human Beings: Noise and Human Beings: Vibration	Noise from proposed development is likely to be significant during construction and operation. Recommended noise and vibration monitoring requirements for the proposed scheme and that detailed mitigation measure should be proposed  The proposed traffic management, modelling and monitoring measured should be fully implemented to minimise the impact on local residents.  It is recommended that the depot entrance be located away from residential areas and noise sensitive locations.	HSE  HSE  HSE	This will be addressed in the Human Beings: Noise and Human Beings: Vibration chapters of the EIS.  Noted  Noted

	<p>The criteria within which the environment will be categorised in relation to impacts from vibration have not been adequately outlined.</p>	HSE	<p>The vibration assessment will be carried out in accordance with all relevant national and EU legislation and guidance including BS 5228 – Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration; DIN 4150-2 Vibrations in Buildings - Part 2: Effects on Persons in Buildings; and DIN 4150-3 Vibrations in Buildings - Part 3: Effects of Vibration on Structures</p>
	<p>Noise and vibration from the proposed facility may give rise to disruption of religious services or ground disturbance of cemetery grounds at Dardistown cemetery.</p>	HSE	<p>The proposed Metro North Depot will be located approximately 1km from Dardistown cemetery. Noise and vibration from the construction or operation of the proposed scheme will not cause disturbance to religious services or physical disturbance of cemetery grounds.</p>
Human Beings: Radiation and Stray Current	<p>Impacts due to electromagnetic interference to air traffic navigational systems / aircraft systems should be considered.</p>	DAA	<p>This will be addressed in the Human Beings: Radiation and Stray Current chapter of the EIS.</p>
Human Beings:	<p>Concerns raised with respect to</p>	NRA	<p>Noted. Dardistown South</p>

<p>Traffic</p>	<p>Dardistown South option in terms of safety and also requirements for future upgrades of the M50</p> <p>The strategic Park &amp; Ride should be considered in parallel to the depot to avoid project splitting</p> <p>Detailed traffic management planning in the vicinity of the airport should be carried out and communicated with DAA to ensure there is no disruption to access to and from the airport for both construction and operational phases.</p>	<p>BD</p> <p>DAA</p>	<p>was not chosen as the preferred depot option.</p> <p>The Metro North Railway Order as granted for Metro North has a park and ride at Dardistown. There are no further proposals for a strategic park and ride being considered as part of the depot railway order.</p> <p>Potential traffic impacts will be assessed in the Human Beings: Traffic chapter of the EIS. Liaison with DAA will continue through the planning process.</p>
<p>Flora and Fauna</p>	<p>Dardistown North and Dardistown South options are in the catchment of a non-salmonid system. Fosterstown South option is the least preferred option due to the salmonid status of the Sluice River and it's tributaries (Forrest Little Stream)</p> <p>Best practice shall be employed in relation to activities that may impact on surface water or riparian habitats. Any</p>	<p>IFI</p> <p>IFI</p>	<p>Noted</p> <p>Best practice will be employed and will be detailed in the Flora and Fauna chapter of the EIS.</p>

	<p>discharges to surface streams must not impact on salmonid status of the system.</p> <p>It is recommended that the "Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites". Details of any works to river sites must be submitted to IFI for assessment and approval.</p> <p>The impact of bridging structures must in no way impact negatively on the passage of salmonids.</p> <p>Pre-construction baseline data (biotic and abiotic) is essential within the EIA process and IFI would contribute any information that may be relevant to the fishery section. The identification of good baseline data will allow for comparison between the current situation and that which may develop over time if the development proceeds.</p>	<p>IFI</p> <p>IFI</p> <p>IFI</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
Soil and Geology	<p>GSI suggested additional possible impacts to consider.</p> <p>GSI have provided links to</p>	<p>GSI</p> <p>GSI</p>	<p>Noted. These will be assessed in the Soils and Geology Chapter of the EIS.</p> <p>Noted</p>

	<p>baseline data and information regarding soil and geology</p> <p>Ground stability might also be assessed from a precautionary principle.</p>	GSI	Noted
Waste Management	<p>The issue of spoil as raised by An Bord Pleanála should be considered in parallel to the depot to avoid project splitting</p>	BD	<p>In parallel with the EIA process for the depot, and as instructed by ABP in the RO conditions for Metro North, a revised scheme for the management of spoil from the construction phase is being developed. This will take into account the policies of the regional waste management plan in relation to beneficial use of spoil.</p> <p>The impacts associated with the excavation and or importing of spoil at the depot site will be detailed within the Metro North Depot EIS.</p>
Surface Water and Groundwater	<p>Potential impact of surface water design to airport discharge points should be considered.</p> <p>Recommended surface water and groundwater monitoring requirements for the proposed scheme and that detailed mitigation measure should be</p>	<p>DAA</p> <p>HSE</p>	<p>Noted</p> <p>This will be addressed in the surface water and ground water chapters of the EIS.</p>

	<p>proposed</p> <p>The safe disposal of waste materials must be considered so as to not pollute watercourses and aquifers.</p> <p>Consideration should be given to accidental spillages that may enter the groundwater system and detailed mitigation measures proposed.</p> <p>Only clean uncontaminated water should drain to the river network. Note that for the Fosterstown South option salmonid water constraints shall apply. This is not the case for Dardistown North and Darsistown South.</p> <p>It is IFI's policy to maintain watercourses in their open natural state.</p> <p>SUDS mechanisms and class I petrol/oil interceptors should be provided for surface water discharges to protect receiving freshwaters in terms of water quality.</p> <p>There is a potential for contamination from washing run-off and effluents from sanitary facilities to consider.</p>	<p>HSE</p> <p>HSE</p> <p>IFI</p> <p>IFI</p> <p>IFI</p> <p>GSI</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
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	Link provided for online baseline groundwater data.		
Air and Climatic Factors	<p>During construction, dust and smoke must not cause a hazard to aircraft operating at or in the vicinity of Dublin Airport</p> <p>Recommended air monitoring requirements for the proposed scheme and that detailed mitigation measure should be proposed</p>	<p>DAA</p> <p>HSE</p>	<p>Noted. Potential emissions of dust etc will be assessed as part of the Air and Climatic Factors chapter of the EIS.</p> <p>This will be addressed in the Air and Climatic Factors chapter of the EIS.</p>
Landscape and Visual	All external lighting used during the construction and operational phases of the proposed scheme should be set up to prevent glare being caused to Air Traffic Control staff.	DAA	Noted. Lighting for the proposed scheme will be assessed in the Landscape and Visual chapter of the EIS
Material Assets: Utilities	Impacts on any utilities serving the airport should be considered	DAA	This will be considered in the Human Beings: Utilities chapter of the EIS.
Design	<p>Take account of Public Safety Zones when deciding locations of new buildings</p> <p>Measures must be put in place to ensure that there is a proactive approach to bird hazard control</p> <p>The use of tall structures in the vicinity of the airport must be agreed in advance with DAA and the Irish Aviation Authority.</p>	<p>DAA</p> <p>DAA</p> <p>DAA</p>	<p>Noted</p> <p>Noted</p> <p>Noted. DAA and IAA will be consulted as the design progresses.</p>

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Other	Acknowledgement of receipt of correspondence.	DoCENR	Noted
	Acknowledgement of receipt of correspondence.	DoJELR	Noted
	Acknowledge receipt of correspondence and note that the Department had no observations to offer on the report.	DoSFA	Noted
	Acknowledge receipt of correspondence and note that the Department had no observations to offer on the report.	DoCRGA	Noted
	RPA only put forward three locations for the depot when other viable options are available for consideration	BD	As stated in Section 1.6 of the Draft EIS Scoping Report, December 2010 "RPA has considered a range of alternative locations for the depot." It is not the purpose of the draft EIS Scoping Report to present detail in relation to these. Detail in relation to this assessment process will be presented in the Alternatives Chapter of the EIS.
	RPA did not address possible synergies with Metro West in the Draft EIS Scoping Report	BD	As for alternatives, it is not the purpose of the EIS scoping report to detail

			synergies with MW.
	<p>Noted that the proposed development, based on information provided, is not licensable under the Environmental Protection Agency Act 1992, as amended, and the Waste Management Act 1996, as amended, therefore the EPA has no observations to make at this time.</p>	EPA	Noted
	<p>FCC outlined the planning and policy in relation to the three site and gave their evaluation of the three sites with Dardistown North most appropriate location for a maintenance depot for Metro North.</p>	FCC	Noted