

Submission No.			006	
Organisation Name or Name of Submitter			Amanda Hughes (resident - 9 Berkeley Road, Phibsborough)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway Order 2022 (Metrolink-Estuary to Charlemont via Dublin Airport)				
1	Mater Stop	1	I sincerely hope that the construction of the Mater stop provides an opportunity for the rejuvenation of the area rather than it being viewed by TII as a convenient site for a station with no regard for the architectural environment and the communities living near the area.	<p>Thank you for your submission and for sharing your concerns/observations related to the Mater station.</p> <p>The station will benefit the local community hugely. The architectural plans for Mater Station have been prepared to integrate the station into the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Existing monuments and protected railings will be removed temporarily during the construction and will be relocated within the park after the completion of the works. Large mature trees will be replaced so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design.</p> <p>TII have reviewed your submission and provided response for the observations/concerns raised in detail below.</p>
2	Mater Stop station Design	1	I am extremely concernd about the design and location for the Mater Stop and the anciliary structures. The correct design for the area will enhance rejuvenation end positive redevelopment after the 9 years of construction whereas an unattractive utilitarian design approach to the station and The Four Masters Park may have a very adverse effect on an area that has huge potential for being a really positive asset in the North Inner City and Phibsborough village. To compliment the location I feel that the canopy of this station should have less footprint, elevation and visual impact.	<p>The entrance is appropriate and conveniently located to walk to Mater Hospital, St Joseph’s Church and Berkeley Road. The station location will also connect with bus services to and from Dublin City Centre, with bus stops on Berkeley Road.</p> <p>The Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none">* Realignment of the Four Masters Memorial;* Rearranging the footpath to provide enough pedestrian space for the main entrance;* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and* Replacement of existing trees. <p>The landscape design creates a public plaza to the main arrivals area at the entrance/exit. This active plaza then provides access to Eccles Street and Berkeley Road. A shared surface plaza to Eccles Street will be created to provide greater connectivity to the adjacent existing pedestrian network. This plaza will frame the portico of the adjacent Mater Hospital and integrate pedestrian circulation and cycle parking within the streetscape. On completion of the station, the park will be reinstated in a similar fashion to its current condition. Prior to construction commencing and in order to complete the urban integration, existing railings, Four Masters Memorial, Healing Hands Sculpture and other existing features will be carefully removed and stored temporarily to be reinstated into the urban landscape as part of the completion works.</p> <p>Please refer to response item (5) below in relation to the station design at Mater, and the design principles across the Project.</p>
3	Mater Stop station Design - 1) Elevation and position of the station entrance	1	The view of the Mater Hospital building will be blocked from Berkeley Road. With either a different canopy design or using a different location in Four Masters Park would have a very positive effect on the commercial potential for Berkeley Road. The ancilliary buildings (lifts, emergency exit, ventilation shafts, lights) further block the view into the park visually shutting the off the park from Berkeley Road and diminishing any sense of space in the street.	<p>Please refer to responses (1) and (2) above and also refer to Chapter 27 (The Landscape) and section 27.5.4.20 of the EIAR which considers the landscape and visual impact of the project at Mater.</p> <p>Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. The green park will be restored close to its existing condition within the triangle of buildings along with the proposed amendments also made to the original Mater Hospital section of Eccles Street, which will enhance and transform the area around the station on completion. See also Landscape Photomontages LLCA 19: V19.1 to 19.5.</p>
4	Mater Stop station Design - 2) Materials used in the design of the station entrance	1	These are inappropriate for this location, it is an architecturally sensitive area and zoned under Objective Z2 in the Dublin City Development Plan 2022-2028. The buildings on Berkeley Road and street are Victorian and made of red brick, while the Mater Hospital and St Joseph's church are made of granite, the proposed Mater stop station is a glass structure with heavy looking brown detailing, the emergency exit is of brown brick and resembles a public toilet.	<p>Section 26.4.4.8 Mater from the Chapter 26 (Architectural Heritage) of the Environmental Impact Assessment Report (EIAR) describes the architectural heritage features present in the area of Mater Station and their protection status.</p> <p>As stated in section 25.4.3.3 of EIAR Chapter 25 (Archaeology & Cultural Heritage), Berkeley Road is an Area of Archaeological Potential and TII strongly believe that the proposals presented under this Railway Order are sympathetic to and will enhance the area further upon completion. When the works are completed, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street. Overall, the predicted effects on the visual environment and on visual amenity after the Mater Station is completed will, in the longer term be significant and positive.</p>

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5	Mater Stop station Design - 3) Plaza Design and bollards	2	The hard materials of the unecesarily wide plaza which skirts the station in its current design location is inappropriate as it is too big and visually competes with the Mater Hospital steps there is a risk that this type of wide and inappropriate space may invite anti-social behaviour and loitering. The bollards could be replaced with planters as seen on Grafton St.	<p>TII disagree and believe the commissioning of internationally renowned architect Nicholas Grimshaw and Partners, has delivered a contemporary station design which is appropriate for a state of the art metro system such as MetroLink.</p> <p>Appropriately, Dublin's rich architectural heritage has been respected, but not copied in a pastiche imitation. In accordance with best conservation principles, as set out in the ICOMOS Venice Charter of 1964, (referenced in EIAR Chapter 26 Architectural Heritage) the stations are architecturally distinguishable so as not to falsify the existing historic context. Reference and due respect to that context is made through the choice of high quality and appropriate materials and the scale of the interventions.</p> <p>At Mater station, the canopy entrance evokes the scale of park structures. The aesthetic values of all eras, including our own, have cultural validity, and therefore the brick is used in a contemporary way reflecting contemporary aesthetic idioms derived from 21st century technology. TII believe the current station and surface level designs greatly enhance the public realm at all locations along the MetroLink route. There is a unifying commonality in the design of all stations, providing a consistent and coherent architectural language, which assists with orientation and wayfinding, and contributes a new architectural lexicon to the cultural iconography of the city.</p> <p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Significant emphasis is placed on the public spaces and the station concourse is a soaring space illuminated from above with natural light. Existing monuments and protected railings will be relocated within the park. Large mature trees will be placed so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design. The bollards provide for necessary station security and are considered appropriate.</p>
6	Mater Stop station Design - 4) Station entrance location	2	Relocating the station entrance to face the side walls of St Joseph's church on Berkeley Road would allow for the entrance / exit to be onto Eccles St. This location provides a more visually and softer view of the station entrance because it could be surrounded by trees as in the Stephens Green montage, it would also allow for the relocation of the ventilation shafts, lifts and emergency exit to be relocated resulting in the opening up the vista of the Four Masters Park, and the Mater Hospital.	<p>The location of the station entrance is driven to optimise pedestrian access and flows both to the pedestrian crossings at the north corner of Eccles Street and Berkeley Road, and to facilitate the connection to Mater Hospital both to the canopy and to the lifts which have been duplicated in this particular location.</p> <p>Relocating the station entrance face towards St. Joseph’s Church complicates, lengthens and hinders these flows and movements. Additionally, this provision affects a part of the park that has a certain level of protection and is fenced with railings.</p>
7	Mater Stop station Design - 5) Pedestrian safety / alternatives	2	Locating the station entrance further into the park near St Joseph's church would be safer for station users to enter and exit the station. In its proposed current location there is a great risk of pedestrians running across roads to the station as the proposed entrance is located very close to a cross roads (Berkeley Road, Eccles St and Vincents St). There is a proposal to pedestrianise Eccles St which will make it a safer entrance. It will also be safer to have the emergency exit located on the Eccles St side of the park rather than beside Berkeley Road which is a busy road at peak times.	Please refer to response (6). The safety of the design is fundamental to TII and the risks noted have been addressed. The design includes the signalisation of the junction of Berkeley Road, Eccles Street and St Vincent’s Road North. The width of Eccles Street will be reduced locally at the junction. Provision of shared space will be incorporated on Eccles Street in the vicinity of the junction with Berkeley Road, with the shared space demarcated from the road edge by a raised kerb for the safety of pedestrian and cyclists.

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8	Community Gain	2	<p>Provision should be made for a community fund.</p> <p>The extent and duration of this project will have a profound effect on the businesses and retail outlets on Berkeley Road, the majority will not be able to survive, especially the businesses in nos 10 - 18 Berkeley road. This row of shops defines Berkeley Road and will be the most affected by the vibrations and noise levels. Investment by TII should be put into reinstating the shops on Berkeley Road according to the DCC Shopfront Design Guide as this street is zoned as a Conservation Area. It is important that provision for improvements to the Berkeley Road and street public domaine are made and that these are integral to the station construction. An attractive street invites investment, the rejuvenation and regeneration of Berkeley Road will be essential for the return of commercial activities to this area. There is a very big risk that we will lose our retail and commercial outlets which are an important aspect of our lives and are an important part of the 15 minute city concept. The increased footfall provided by the commercial businesses is also important in discouraging crime - which is a factor to be considered with the proposed station site.</p>	<p>Whilst a local community fund is not currently in place, should a railway order consent be granted, TII will work with the local communities to actively support local community gain initiatives.</p> <p>Chapters 13 (Airborne Noise and Vibration) and 14 Groundborne Noise and Vibration) of the EIAR addresses noise and vibration for the construction and operation phases of the project.</p> <p>The impacts on the businesses has been assessed. As stated in EIAR Chapter 13: Airborne Noise and Vibration, section 13.2.6.1.3, the principles for the management of Airborne Noise & Vibration in the EIAR are based on BS 5228-1. Based on this standard the Construction Noise Threshold (CNT) was calculated for receptors on existing rounded ambient noise levels. In accordance with this standard, the CNT is set at 70 dBA at no. 9 Berkeley Road.</p> <p>The CNT threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p> <p>Table 13.64 of Chapter 13 also presents the potential significant airborne noise impacts during the construction of Mater Station. At no. 9 Berkeley Road the Construction Noise Threshold set is predicted to be exceeded during a number of the earlier construction phases unless action is taken to mitigate. Mitigation in the form of plant selection, noise reduction at source and the provision of 4m high acoustic hoarding will reduce the impact, although it is possible that some residual impact may remain and would require further consideration in the form of the TII Airborne and Groundborne Noise Mitigation Policy.</p> <p>Prior to commencing construction, the appointed contractor undertaking the construction of the works at Mater will be required to undertake noise & vibration monitoring at representative noise sensitive locations to evaluate and inform the control requirements and take specific noise abatement measures to the extent required and to comply with the recommendations of BS 5228-1 (BSI 2014a). In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1, and specifically Construction Noise and Vibration Management Plan (CNVMP) for Dublin City Council approval. The requirements for the control of Airborne Noise & Vibration are included in section 6.2 Noise and Vibration.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required for residential properties only. However, as noted in the policy, whilst the further mitigation measures only apply to residential dwellings (and other buildings used for accommodation), there may be other properties which are particularly sensitive to noise, such as commercial, educational and community facilities. The mitigation of impacts to these properties will be managed by the contractor.</p>

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9	Air and Dust Quality	2,3	<p>Air and dust quality are a major concern for this area. It is a residential area with a mixed generation profile, there is also a national school located near the Black Church. The prolonged nature of this project makes the concerns even greater given that the other proposed developments in the Phibsborough area will go ahead within this time frame.</p> <p>A baseline for current air and dust quality should be taken before construction starts and should be monitored weekly throughout the construction phase. The basic standard should be the WHO recommended emission standards and benchmarks.</p> <p>It is completely inappropriate that provisions are being made on eligibility for rehousing and compensation due to airborne noise and dust levels. Tenants and individuals working in the city and the locality such as nurses should not be adversely affected by this construction - the level of homelessness has already impacted many of our essential services. There is also the issue of the property investments made by small landlords being adversely affected and not being eligible for compensation because they are not owner occupiers. "<i>To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A</i>".</p>	<p>Baseline Air Quality monitoring has been undertaken and presented in Chapter 16. The relevant guidelines are listed in section16.3.2 and include: <i>World Health Organization (WHO) Air Quality Guidelines for Particulate Matter, Ozone, Nitrogen Dioxide and Sulphur Dioxide Global Update 2021, (WHO 2021)</i>.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations. Dust emissions are to be controlled so that re-housing is unlikely to be required but it is wholly appropriate that provisions are put in place to protect the rights of the community.</p> <p>Before commencing relevant works, the Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan will also be produced to include for specific working hour measures at sensitive locations. This document shall be prepared and submitted to DCC for approval.</p> <p>As noted in section 2.1 of appendix A14.6 Airborne Noise and Groundborne Noise Mitigation Policy, where airborne noise mitigation measures can be effectively deployed on site and maintain levels within the prescribed thresholds, certain sensitive individuals (e.g., for medical reasons or work patterns/night working) may still consider the impacts to be intolerable. In such circumstances, if further mitigation may be required, these will be dealt with on a case-by-case basis.</p>
10	Construction Impact / compensation / airborne noise	4	<p>My house is directly opposite and within 30 metres of the station box. I am concerned that given the depth and level of the boring and required for the station box construction my house will be affected by subsidence and cracking. This is a similar situation for the majority of the houses on Berkeley Road. The metrolink criteria for re-housing and compensation appears to be only in relation to properties which are estimated to exceed the relevant criteria, these houses appear to be either directly above the proposed tunnel or are 30 metres from the tunnel rather the station box. There is no provision made for houses that are outside of the estimated modelling and criteria which may be damaged during the construction or in the years afterwards (due to subsidence).</p> <p>Given that a high percentage of the houses in the area are rented and that many of the buildings on Berkeley Road have commercial leases, it is remarkable that Metrolink have decided to put criteria on the types of building use that they will compensate if damaged or affected by airborne noise, this is especially relevant for numbers 10 to 22 Berkeley Road, many of which are either commercial properties or are rented: "<i>To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A</i>". Provision needs to be made not only for damage to all property in the area, resulting from the construction of the station and tunnel but also for the property owners in situations where the inhabitants need to be rehoused due to airborne noise and vibration or are made ill due to the dust and pollution levels during construction. It is inappropriate that compensation would only be given to the occupier / owner when it is a construction project that will affect the properties of the many different categories of ownership and property investment in this area. These houses have very little foundations - the provision of a 5 year window for subsidence damage post construction is too small. The window should ideally be at the upper end of internationally recognised subsidence risk timelines.</p>	<p>Buildings and Infrastructure - A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that a property similar to yours has been assessed as falling within the '<i>very slight damage</i>' category currently. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category, for which yours is 2 or below. Because your building falls within Damage Category 2 or below, no structural impacts are predicted.</p> <p>Please be aware that no properties along Berkeley Road are predicted to be above damage category 2 and hence no properties will suffer structural impacts. No properties will require rehousing due to either short term or long term settlement. Please note that long term settlement impacts are not anticipated. Monitoring will be continuous until settlement is shown to have ceased.</p> <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also draw attention to the fact that private properties within 50m of the station excavation, or 30m of the tunnel are eligible to subscribe to the Property Owners Protection Scheme (POPs) which includes for pre and post-construction condition surveys and repair of damage.</p> <p>With regard to other environmental impacts please refer to responses (8) and (9).</p>