Submission No.	009
Organisation Name or Name of Submitter	Andrew Conlon and Maeve Fitzpatrick (19 Berkeley Road, Phibsborough)

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Letter Re: Observation on a Strategic Infrastructure Development Application				
1	Observation Details	1	Our observations relate to the following areas: 1. Project Governance and Consultation 2. Negative impact of construction phase 3. Design and layout of station 4. Restoration and Operational Phase The observations should be read in the context of the duration and scale of the project and consequent exposure of residents near Mater Station to major disruption, including significant levels of noise and air pollution, for almost a decade.	Thank you for your submission and for sharing your observations with regards to the MetroLink project. As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner. Once a contractor has been appointed, TII will seek to further optimise the programme with a view to reducing the overall duration of works at all stations, including the proposed Mater Station. TII will consult with stakeholders on any such proposals received from the contractor. Please refer to response item (8) and (9) below in relation to the anticipated levels of groundborne and airborne noise and vibration, and to response item (10) regarding impacts on air pollution.
2	1. Project Governance and Consultation	1	The project governance structure is unclear, particularly in relation to engagement with residents. This is of particular concern as it is proposed that this project will be advanced using a Public Private Partnership Model, with a Special Purpose Vehicle formed solely for the delivery of the MetrLlink project. The roles and responsibilities of the proposed SPV, subcontractors, Transport Infrastructure Ireland, National Transport Authority, Department of Transport and Dublin City Council are not defined. We are concerned that this may result in local residents finding themselves referred between the various public bodies and private companies involved when issues arise. Our home is located less than 3.5 metres from the construction site boundary and is identified as being exposed to significant noise disruption (75-80 CNL) for an extended period. However, there has been no consultation or contact whatsoever with us as residents over the past three years. That, and the reliance on the statutory minimum consultation period following the publication of the Railway Order, raises fears about the seriousness with which public engagement, as required under the planning process, is being taken.	The National Roads Authority is the Approving Authority for the MetroLink project. Transport Infrastructure Ireland is the Sponsoring Agency for the project with full accountability and responsibility for delivering the MetroLink Scheme. All contractors appointed to the scheme whether public private partnership, design and build contractor will be contracted directly to Transport Infrastructure Ireland to carry out the works. TII will coordinate closely with Fingal Co Council and Dublin City council during the implementation of all works within their respective boundaries. EIAR Chapter 8 (Consultation), details the consultation with Berkeley Road Residents Association around the Mater Station prior to the submission of the Railway Order. The chapter documents the extent and nature of public, stakeholder and landowner consultation and participation that has taken place over the course of the project's development, including through a number of non-statutory consultation periods. It is intended that the consultation undertaken in respect of the MetroLink project will, when the railway order application process is complete, fully meet the requirements of the Aarhus Convention, Codified EIA Directive, and Irish national legislation. TII have listened carefully to the concerns raised by stakeholders and the community in preparing the detail for the extensive Environmental Impact Assessment that identifies and addresses environmental concerns including proposed mitigations to reduce environmental impacts during the construction and operational phase of the Project. Appendix A5.1 Outline CEMP details the proposed external communication with the public and key stakeholders during the construction phase. TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. Please refer to response item (3) below in relation to the proposed Stakeholder Communications Plan during the construction phase.

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3	1. Project Governance and Consultation - Remedy Sought	1	a) TII/NTA and their parent department to develop a comprehensive plan for community liaison on aspects of the development before construction begins, potentially as part of any detailed design, planning, and procurement phase - this to include direct contacts with those in the community most impacted by the development. b) A liaison committee to be established that includes residents, representatives from relevant public bodies and, eventually, the PPP Co./lead contractor, with terms of reference which are agreed with local residents groups.	Appendix A5.1 Outline CEMP details the proposed external communication with the public and key stakeholders during the construction phase. TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. The contractor(s) will be responsible for putting in place a Stakeholder Communications Plan which will be developed under the consent of a designated Public Liaison Officer (or equivalent officer) appointed by TII. This plan will provide a two-way mechanism for members of the public to communicate with a designated member of the contractor(s)'s staff and for the contractor(s) to communicate important information on various aspects of the proposed Project to the general public. The principle component of a Stakeholder Communications Plan will include: * Procedures to inform members of the community directly affected by the Construction Phase on schedules for any activity of a particularly disruptive nature which is likely to impinge on their person or property e.g. blasting, demolition, pile driving and any mitigating actions that are being taken (shielding, restriction on work hours) to minimise such disruption. * For the tunnel boring, TII will establish a website to provide information on the forecast and actual passage of the tunnel boring machine. The contractor(s) will distribute leaflets to properties, affected parties, giving such notice along the tunnelling alignment, along with details of the first point of contact for any queries. * The contractor(s) will coordinate preconstruction defect surveys for identified properties, liaising (in conjunction with the employer) with the building surveyor employed to carry out the surveys and maintaining a dialogue with the relevant property owners throughout the duration of works. TII will establish coordination and communication meetings with key stakeholders. The contractor(s) will attend these meetings as required and arrange other meetings where necessary. Any plans which have been approved by TII will be issued to the relevant stakeholders, including the Airborne and Groundborne Noise Mitigation Policy.
4	2. Construction Phase	2	The construction phase for the Mater site is estimated to be 105 months or 8.75 years according to tables presented in Appendix 5.3. It is noted that there is reference to a construction period of five or six years at other points in the documentation, and it would be useful for TII to provide clarity on this point and correct the documents accordingly to allow for proper consideration.	The programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional. A summary programme showing the duration and phasing for construction of the proposed stations and surface works along the alignment is shown in Chapter 5 MetroLink Construction Phase Diagram 5.4. of the EIAR. This shows the duration that each of the proposed construction compounds will be in place, while Appendix A5.2 provides more detailed, including the tunnelling elements. For Mater Station Compound/Deep Station construction the estimated programme is 105 months, that includes the following elements of the works anticipated at Mater: Advance Enabling Works; Main Works to Station; Station Fitout and Completion. It is anticipated that first two stages of the works at Mater, the Advance Enabling Works and Main Works to Station, will take up to 6 years to complete. The indicative construction programme has been developed based on experience on similar major infrastructure projects such as High Speed 1 in the United Kingdom (UK), Crossrail (UK) and Madrid Metro in Spain.

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5	2. Construction Phase	2	For almost the entirety of the construction period, 19 Berkeley Road will in close proximity to a major construction site. During construction of the western vent shaft, the site will be within 3.5 metres of our home (Appendix 5.3, Figure 8-38 Mater Station Stage 2 - Commission TTM Phase 1). We are concerned about the impact on our living conditions, health, our enjoyment of our home and the impact on working from home. We note the extended duration of the construction phase and the possibility that our personal circumstances may change over that period.	TII acknowledge the concerns you may have around the proximity of your property to the construction site at Mater Station. Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population & Land Use) of the EIAR, with mitigation measures proposed where required. The Mater construction site will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Berkeley Street in particular. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise & Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic & Transport), and dust risk as detailed in Chapter 16 (Air Quality). Further details are provided below (See response 4, 5 and 6). Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation & Monitoring Proposed). Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. As noted in response item (3), a two-way liaison will be facilitated between local stakeholders and the contractor(s) and therefore there will be an opportunity to raise any concerns or highlight changes in circumstances.
6	2. Construction Phase - Western Vent	2	There are inconsistencies in the documentation with regard to the location of the vent - drawings in the relevant Appendix would suggest the site of this shaft is outside no 18 Berkeley Road, but the text of the EIAR refers to it being outside no's 20-21 Berkeley Road. Again, clarity would be helpful but in either case, the secondary construction site will be within 3.5 metres of our home for extended periods of time. Remedy Sought: a) That the western vent shaft be relocated to the Metro side of Berkeley Road.	On the western side of Berkeley Road and north of the junction with Sarsfield Street, a ventilation shaft will be constructed as part of the Mater Station under Berkeley Road, and in front of No 18 and 19. The footpath will be reinstated on completion, but the existing parking at this location will be removed. TII do not accept that there is inconsistency in respect to the location of the ventilation shaft. Ideally, and like the vast majority of the MetroLink deep stations, the ventilation shaft would be an integral part of the main structure. However, with limited space to build the station under the park and surrounding roads, a ventilation shaft located on the north west corner of the structure would protrude up into Berkeley Road, and therefore would require the road to be diverted permanently around it where there is limited space to do so. Its proposed location, whilst not ideal from the prospective of the impact on your property during construction and loss of a parking bay, will in the long term be a preferred location as it allows the streetscape to be returned to its pre-construction layout upon completion.

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7	2. Construction Phase - Working Hours	2	Given the scale of the works and the extended duration of the construction project, to request working hours of 07.00-19.00 weekdays and 07.00-13.00 hours Saturdays for almost a decade is unreasonable and would place an intolerable burden on us and the local community in terms of health impact and disruption. *5.1 Outline CEMP* indicates that site set-up and shutdown takes place within this 7-7 window whereas the *EIAR Non-Technical summary (7.1.1 Working Hours)* indicates that these hours are exclusive of site preparation time. Once more, TII need to provide clarity on this point to allow for consideration. Remedy Sought: b) A restriction on the types of work that can be conducted on weekends or early mornings/late evenings with stricter conditions around noise etc. applying at those times. c) That site set-up and shut-down is undertaken between 7 and 7 pm.	Standard working hours will apply at the Mater Station construction site, from Monday to Friday 0700 to 1900, Saturday 0700 to 1300. To clarify, these times allow for 30 minutes of set up and set down on the shift, so the site activities are effectively from 0730-1830 in a normal week day, and 0730-1230 on Saturdays. The proposed working hours and planned activities for Mater are set out in Table 5.5 of Chapter 5. Any changes to the proposed working hours at Mater would have significant impact on the duration of the works. The works immediately outside of your property are scheduled to take place in the first year of the Main works construction programme on a standard working hours basis and thereafter all of the remaining construction activities will be confined within the existing park on the opposite side of Berkeley Road. Once the main station structures works are completed, the programme assumption and rationale for all 24/7 working on activities such as station fitout, MEP (Mechanical, Electrical and Plumbing), TBM (Tunnel Boring Machine) strip out and clean and track laying, is that all are critical path activities through the tunnel and station. These activities also take place with the benefit of being confined inside the completed structure, which assists in minimising any impact from these activities. The overall programme completion would be impacted significantly should these activities progress on a standard hours basis only. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries, etc. will be limited to standard working hours (Chapter 5, Section 5.5.17.3) to further minimise impact.

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8	2. Construction Phase - Noise pollution	2	The EIAR is clear the impact of the construction programme, especially noise, will be significant despite the use of mitigation measures. The independent advisors (RINA) estimate that Nos. 19-22 will experience noise levels of 75-80 (significant or very significant) for 15 months. Exposure to noise at this level for more than 40 hours per week is considered damaging to hearing. It is also the case that noise pollution is not just a matter of volume as focused on by the EIAR but a matter of tone, frequency, longevity etc. The Environmental Protection Agency Act 1992, Environmental Noise Regulations 2002 and EU Directive 2002/49/EC would all seem to apply to various degrees, and there is a particular obligation on local authorities under the Directive to make action plans to reduce ambient noise. It is noted that various mitigation measures are identified (but not necessarily promised) in documentation and that an Airborne Noise and Ground Noise Mitigation Policy is included in the suite of documents. However, this latter document is vague and wholly inadequate in terms of assuaging our concerns. We note that the provisions made for rehousing residents impacted heavily for extended duration by works seem inadequate.	Potential impacts associated with noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13, Airborne Noise & Vibration, with mitigation measures proposed where required. EIAR Chapter 14, Groundborne Noise and Vibration includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage. Airborne Noise and Vibration EIAR Chapter 13.5.2.6.6 Mater Station sets out the assessment of airborne noise and vibration during the construction of Mater Station and includes the consideration of a number of receptors on Berkeley Road, including no. 19. 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. 19 Berkeley Road. The CNT threshold will be mandated to the contractors as set out in the EIAR. 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). Table 13.64 of Chapter 13 also presents the potential significant airborne noise impacts during the construction of Mater Station. At no. 19 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. 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. TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.

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			(8) continued	Groundborne Noise and Vibration EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project for buildings on Berkeley Road. In summary: * Predicted levels of groundborne noise during TBM passage is up to 47 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact during the relatively short 2-week duration of the Tunnel Boring Machine - TBM's passage. * Predicted levels of groundborne vibration during TBM passage is 0.226 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building and its occupants. * Predicted levels of groundborne noise during the mechanical excavation of Mater Station is up to 34 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the building occupants. * Predicted levels of groundborne vibration during mechanical excavation of Mater Station is 0.002 ms-1.75, which is lower than the VDV Threshold Level of 0.8 ms-1.75, resulting in a not significant impact on building and its occupants. * Predicted levels of vibration during blasting at Mater Station is up to 3.5 mm/s PPV, which is lower than the Threshold Level of 8 mm/s PPV, resulting in a not significant impact. Unfortunately, there are no effective methods available to reduce groundborne noise from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM. If required, further mitigation involving the potential for temporary relocation during the passing of the TBM can be assessed on a case-by-case basis as referred to in Appendix A14.6, section 2.2 and 4.0.

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9	2. Construction Phase - Noise pollution - Remedy Sought	3	d) Constant monitoring of noise levels on site with results made publicly accessible via a website or otherwise provided to residents. e) That the Railway Order be subject to the full and total implementation of all applicable noise pollution legislation, both national and European, at all times during the construction and operational phase. There should be a requirement to provide a plain English document detailing the challenges and responses in this regard, while a regular regime of environmental inspections by DCC should be set at the beginning of the project and residents should be notified of same. f) The Airborne Noise and Ground Noise Mitigation Policy put forward by Till should be subject to review by a liaison committee including representatives from the local community. This document, as currently framed, does not address our concerns and should be rewritten to clearly reflect the obligations that are imposed by legislation, identify how best practice approaches to noise management will be implemented and provide greater clarity around measures such as the potential need for rehousing. g) Comprehensive and meaningful provision for rehousing residents agreed through consultation with affected residents.	d) 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, a Noise and Vibration Management and Control Plan (NVMCP) will be produced to include for specific working hour measures at sensitive locations. A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. This document shall be prepared and submitted to DCC for approval. A plan will be developed by the contractor for each worksite, including Mater. TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time. e) While recognising that works carried out outside of standard hours might cause concern to residents, the impact on the human health around Mater Station as a consequence of the proposed works have been assessed and mitigations considered fully in the EIAR. The relevant chapters of the EIAR, for example Airborne Noise & Vibration Chapter 13 provides information on the relevant assessments carried out and the impact mitigation proposed at this site. Chapter 10 of the EIAR sets out the human health impact assessment, which indicates no residual effects on health at Mater with the proposed mitigation measures implemented for noise (4m high hoarding). As noted in Chapter 13 (Airborne Noise and Vibration), the assessment has been undertaken with reference to the most appropriate guidance documents relation to environmental noise and vibration. There are no statutory standards in Ireland relating to noise and vibration limit values for construction works (or for environmental noise relating to the Operational Phase). In the absence of specific statutory Irish guidelines, the assessment has made reference to non-statutory national guidelines where available, in addition to international standards and guidelines relating to noise and/or vibration impact for environmental sources. Please refer to response item (3) in relation to the Stakeholder Communication Plan. As noted in Appendix A5.1 Outline CEMP, all information on the works will also be available on the proposed Project website. f) As noted in Appendix A5.1 Outline CEMP, any plans which have been approved by TII will be issued to the relevant stakeholders, including the Airborne and Groundborne Noise Mitigation Policy. As noted in item (e) above, there are no statutory standards in Ireland relating to noise and vibration limit values for construction works, and therefore obligations imposed by legislation are not present. The Airborne Noise and Groundborne Noise Mitigation Policy details the criteria for eligibility under the policy for temporary rehousing in section 3.3 of the document. g) Appendix A14.6 Airborne Noise and Groundborne Noise Mitigation Policy details the proposed temporary re-housing measures, including the eligibility criteria and details of compensation. Similarly, TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners.

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			(9) continued	The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department. Further information on POPS is available in Chapter 11 (Population & Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/ , and this is where useful updates will be made available as the proposed Project progresses. In cases where parts of properties are occupied, access to the remaining unoccupied parts will be maintained, where it is possible and safe to do so. Protection such as hoarding will be used to ensure that the boundary of any construction site will be maintained, and damage would not occur outside of this boundary. Where damage could not be avoided, it would be repaired. Information regarding any situations requiring relocation and the process for financial compensation for property impacts directly related to the proposed Project is provided in Chapter 11 (Population & Land Use) and Chapter 21 (Land Take) of the EIAR.
10	2. Construction Phase - Air Quality	3	National Policy Objective 64 of the 2040 Project Ireland 2040 National Planning Framework is to "*improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas*". In a submission to the Clean Air Strategy as part of the public consultation, the Public Health Institute of Ireland stated that they "*would strongly recommend that the Department adopts WHO recommended emission standards and benchmarks for air quality in Ireland. No level of air pollution is considered safe and so WHO emission standards provide a gold standard against which air quality in Ireland should be compared.*" These standard values are focused on the protection of human health, but the Railway Order contents itself with references to measures that "should" mitigate the worse effects rather than stronger language that would guarantee that the measures will be effective and "will" mitigate impacts. Remedy Sought: h) Constant monitoring of air pollution levels and results made publicly accessible via a website or otherwise provided to residents. There should be discrete, measurable obligations that form part of the planning permission. Air quality monitoring standards for the Mater stop construction should be brought in line with WHO recommended emission standards and benchmarks. i) In respect of any and all breaches of noise, light or air quality standards, the PPP Co./contractor should be subject to significant financial penalties that are used to compensate residents. j) That electric vehicles are used to minimise noise and air pollution in the area.	Please refer to the EIAR, Chapter 16 Air Quality, section 16.3.2 Relevant Guidelines, Policy and Legislation, which discusses the Environmental Protection Agency (EPA) guidelines that were considered and consulted in the preparation of this Chapter. h) EIAR Chapter 16 (Air Quality), assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term. Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for the Mater Station site being: - Earthworks - Large; - Construction - Small; - Trackout - Large; This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan. 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. As specified in the response item above, 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. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater. The plan will be developed by the Contractor and for each worksite shall include: * An inventory and timetable of activities which may give rise to emissions or dust; * Alert levels and system to be used (including notification process); * Details of control measures; * Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and * Details of the air quality reporting requirements.

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			(10) continued	The types of measures that will be implemented to manage dust will include the following: •Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods; •Any blasting will be completed by specialised contractors with a specific blasting dust management plan; •Liaison with local authorities and community groups; •Hoarding will be provided around the construction compounds; and •It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use. i) As noted in response item (9, e) above, there are no statutory standards in Ireland relating to noise and vibration limit values for construction works (or for environmental noise relating to the Operational Phase). In relation to air quality, when dust minimisation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. The construction phase of the assessment identifies a generally negligible impact on air quality in the vicinity of the proposed Project. Therefore, overall, it is considered that the residual effects with the EPA Guidelines and considering the likely effects of emissions from the proposed Project construction, the likely effects overall are considered Neutral, Not Significant and Medium-Term. While there is no statutory basis for TII to impose financial penalties, the conditions of the RO will be legally binding on the contractor. j) Chapter 6 (MetroLink Operations and Maintenance) confirms that the rolling stock will be fully automated, and therefore will operate in a sustainable and environmentally manner. As presented in Chapter 16 (Air Quality), the air dispersion modelling assessment has found that in 2035 when the Project is operational, no receptors will have ambient air quality exceedances of the ambient air quality standards. Chapter 16 Air Quality, section 16.5.3.11, identifies that there are no substantial emissions within the tunnels as the trains or the operations do not generate significant emissions to air, therefore the main emission of ventilation shafts in normal operation is akin to warm air. The street level location of the grilles associated with the ventilation shafts is designed to minimise effects on pedestrians and near buildings. They are often situated in slightly elevated median strips (30cm) for drainage purposes or within green spaces, out of the normal transit of pedestrians or other sensitive receptors. Inlet and outlet ventilation grilles are separated in order to minimise the possibility of air recirculation. Consideration is also given to the potential for air pollution to enter from vehicles through the air intake system, in particular in more urban areas where pollutant concentrations are higher. Within the stations a system with air-quality sensors and ventilation controls can be utilised in order to ensure air quality within underground stations remains comfortable and at safe levels for human health. The assessment of noise during the Operational Phase of the Project (as presented in Chapter 13 Airborne Noise and Vibration) indicates that the calculated rail noise levels across the proposed Project are therefore not significant in terms of any widespread community disturbance and results in a not-significant to slight impact when added to the prevailing noise environment.
11	2. Construction Phase - Light Pollution	3 and 4	An increased amount of light in the evening and at night is related to sleep deprivation, stress, anxiety, fatigue and other health problems. The construction compound and vent shaft will be presumably brightly lit to allow work during winter evenings. Again, as residents, our health is being jeopardised without any consultation or consideration. Remedy Sought: k) Planning permission conditions to ensure that there is no over-illumination, glare or light clutter on site and that lighting impacts be minimised with any and all floodlights turned off immediately at close of allowable construction period. Details of what measures will be taken in this regard should be provided to residents.	Light pollution can be a problem on construction sites where new or temporary lighting is installed and large areas flood lit, causing over illumination and nuisance. For construction sites to work effectively and safely, it is important that the sites are well lit, either by natural or artificial lighting. Lighting on MetroLink will therefore be designed to ensure that any artificial light emitted from a site does not prejudice health or create a nuisance. In the case of the site at Mater, the site lighting will be contained within the 4m high hoarding proposed at this location for the purpose of noise mitigation, with task lighting only used during the standard working hours. Outside of standard working hours and in the hours of darkness, site lighting similar to local street light will only be required and for the purposes of site security and access provision. Lighting will be positioned and directed so as not to intrude unnecessarily on adjacent buildings and land uses and to avoid unnecessary interference with local residents or passing road users. To ensure the light levels on construction sites are appropriate, the good practice use of light or lux meters to measure and check actual lighting levels on-site will be adopted. Measured values will be compared with relevant guidance for lighting in the workplace (refer to the EIAR Appendix 5.18, Construction Lighting). This would ensure that light pollution is mitigated whilst workers are protected with a safe level of lighting.

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12	2. Construction Phase - Vermin	4	l) Plan for vermin management communicated to residents likely to be impacted. m) Provision made for rehousing during construction phases where there is a risk of vermin infestation.	Rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE) when handling infected animals are important actions for prevention of Leptospirosis (or Weil's Disease). While rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. It could be argued that with the rodent control policies in place, there will be a reduction in the level of rodents and the subsequent risk associated with Leptospirosis. As there will be no increase in vermin numbers and more likely a decrease because of vermin control measures, there will be no resulting increase in vermin transmitted disease over and no significant adverse effect on human health. Therefore, provisions for rehousing as a result of risk of vermin infestation are not required.
13	2. Construction Phase - Structural Impact on Property	4	Number 19 Berkeley Road is typical of the residential housing stock in the area in that it is a two-storey red brick Victorian terrace house which, in keeping with the construction methods of the time, was built without deep foundations. The consequences of tunnelling, boring, blasting, and other heavy construction work in such close vicinity to the house is a cause of great concern. Again, it is important to stress that we will be exposed not only to the main construction works but a subsidiary project that will involve piling works and would seem to be significant in and of itself. Remedy Sought: n) Given the proximity of our house to the construction site, much greater clarity is required as to the structural risks being imposed. An obligation should be placed on the authorities bring forward this project to cover the reasonable costs of securing independent legal and engineering advice. o) A requirement of planning should be that some form of insurance bond should be lodged for 19 Berkeley Road and other similarly affected properties. This would be drawn on in the event that remedial work is necessary following construction and during the operation of the Metrolink and would protect residents in the event that the construction company cannot or will not compensate residents for damage. This should be separate to any other insurance that may be entered into by the PPP Co./contractor. Given issues that have emerged with regard to defective building works with serious health and safety implications (mica, apartment defects) and lack of redress for those impacted, we feel it is critical given the scale of this project, that individual homeowners are reassured that they are completely protected in the case of loss or damage.	n) 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). Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design. The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties. The results of the assessment provided in Table 5.2 shows that your property Ref AB-47 has been assessed as falling within the '*Slight*' category. 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. As your building falls within Damage Category 2 or below, no protection works are anticipated for this building. However, as the foundations of your property are shallow, a Phase 3 assessment will be undertaken by the appointed Contractor on your property, the results of which and any requirements for monitoring and/or other mitigations that eventuate from that assessment will be shared with you in advance of commencing works. The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements. o) Please refer to response item (9) above related to POPS.

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14	2. Construction Phase - Access	4	It appears that Construction Site B may impinge on pedestrian access to our home from Berkeley Road. The construction schedule suggests that Site B will be in operation for an extended period over two phases of the project. As well as personal access, this may make it difficult to arrange waste collection, meter readings, social or business visits, etc. Further, street parking outside the property will be permanently lost because of the project. This is a future cost that must be borne by us as residents and which will create difficulties for both for social and business visitors. Remedy Sought: p) That planning permission should make provision for unfettered street access to 19 Berkeley Road at all times and set out how waste collection, visits etc will be facilitated over the course of the construction period.	Whilst full access will be limited for a period of up to one year, it is not anticipated that construction works will prevent pedestrian access to any properties, 18 through to 22 Berkeley Road, while constructing the ventilation shaft structure outside 18 & 19 Berkeley Road. Around the proposed Mater Station Works, Chapter 5 of the EIAR, MetroLink Construction Phase, details that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to residential properties and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible. Regards parking availability, this is also covered by the EIAR in Chapter 9, section 9.6.1.2.4.5, Parking and Loading Construction Impact Assessment, with particular detail provided in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.7. There will be slight impacts for loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities (loading bays outside 16 & 17 Berkeley Street) and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost through the phasing of the work. During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC. During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated. Proposed mitigation for the loss of parking on Berkeley Road will include monitoring of closures, considering if they are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works. Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the Station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact.

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15	3. Location and Design	5 and 6	The EIAR explicitly states at 4.9.23 that "*The station facilities at ground level will be integrated with the existing urban environment.*" As can be seen from the photomontages provided on the Railway Order application, this is not the case. The Mater station and associated infrastructure is obtrusive and unsympathetic to the Architectural Conservation Area within which it is sited. The design is of the proposed development is entirely out of character with the general appearance and character of the existing Victorian streetscape and the facade of the Mater Hospital. The industrial design and materials proposed are quite different to the surrounding buildings. The station and various associated work are extremely visually intrusive and will be the dominant feature of the Eccles Street/Berkeley Road intersection. It will irreversibly affect a unique and beautiful streetscape. This is contrary to good planning as identified in the EIAR itself, while the impact on residents in 18-22 Berkeley Road is especially pronounced as the station is just a few metres away and positioned in the direct line of front windows, thus having an extremely negative impact on the visual amenity of the area and house.	TII disagree that the station infrastructure is obtrusive and unsympathetic to the Architectural Conservation Area at this location. TII fully recognise the important heritage and architectural connotations of this location that have been considered in detail in the development of the Station layout at Four Masters Park. In commissioning the internationally renowned architect Nicholas Grimshaw and Partners, TII are confident that the proposals details will deliver a contemporary station at Mater which is appropriate for a state of the art metro system such as MetroLink. Appropriately, significant emphasis is placed on the public spaces. The Mater station concourse is a soaring space illuminated from above with natural light. 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 (Referred to in EIAR Chapter 26, section 26.7), 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. 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. The Mater Station urban realm design principles are based on the following: * 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. As detailed in Chapter 26 (Architectural Heritage), following the completion of the construction of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations to facilitate ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. The existing garden and grotto adjoining and within the grounds of St Joseph's Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals with proposed trees. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front. To ensure the protection of architectural heritage throughout the alignment, a Project Conservation Architect has been engaged to oversee the implementation of the Project. A specialist Heritage Works Contractor will also be appointed to remove, store and conserve and constraints during the construction phase, to ensure they are protected for reinstatement prior to the Operational Phase. 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. 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.

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16	3. Location and Design	6	While reinstatement of a portion of the park is welcome, it noted that the plan does not make provision for planning mature trees so it will be approx. 7-10 years after planning that the park will resemble the layout in the landscape diagrams.	EIAR Chapter 27 (The Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. As noted during the operational phase at Mater Station, on completion of the station box, the surface features will be substantially reinstated as per the project description (please refer to response item (15) above). The Park and its surroundings will be updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were. 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, will again impart the tranquil qualities of the existing condition. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.
17	3. Location and Design	6	There are no images of the Metro when closed so it is not clear whether the large canopy overhang on the Metro will provide a level of shelter which will be sufficient to encourage street drinkers to congregate.	All of the stations on MetroLink are gate-secured closed outside of normal operating hours. The entrances to Mater station will be gated with grilles incorporated into the canopies which will be lowered and locked at the end of the operational day and opened in the morning. Additionally, outside of normal operating hours, the public lifts will not be available for use. Please refer to section 6.8.3.3 of EIAR Chapter 6: MetroLink Operations & Maintenance. When open for operation, MetroLink has been designed as an open system for passengers, so that people can walk through the station and onto the platforms without obstruction. The PSDs (Platform Screen Doors) will stop people accessing the track from the stations. A security fence will be installed along the whole of the above ground sections of the railway and at the tunnel portals. One of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation. The ACID (Access control and intrusion detection) system will also identify intruders trying to enter locations where unauthorised access is prohibited. Subject to a Data Protection Impact Assessment and compliance with the General Data Protection Regulation, there will be a single CCTV system and a single ACID system serving all stations, tunnels, substations, and depot, and managed from Dardistown Depot.
18	3. Location and Design	97	The risk of noise pollution from the crossing located outside no. 21 Berkeley Road is of concern.	The demand for the use of the proposed pedestrian crossing on Berkeley Road will be linked to the MetroLink services hours which are expected to run between 05:30 and 00:30 for 365 days per year, with more trains added into service at peak times. The noise impact on the surrounding environment as a consequence of the proposed pedestrian crossing will be insignificant in comparison to the noise that already exist in an urban area. EIAR Chapters 13 (Airborne Nosie and Vibration) and 14 (Groundborne Noise and Vibration) present a comprehensive and detailed assessment of operational groundborne and airborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated railway noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.

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19	3. Location and Design - Remedies Sought	7	a) A station design that is more visually appropriate for a metro station in a small urban park surrounded by Victorian buildings. There are numerous examples of station design that are much less obtrusive than what is proposed and more in keeping with what residents understood to be an "underground station". b) Relocating the station entrance further into the park so it is less disruptive and respects sight lines/views along Berkeley Road. c) Minimising above ground station infrastructure by removing the 'light wells' which will allow more green space, and using artificial light in the station; d) A requirement to plant equivalent mature trees to those that will be cut down as part of the construction process in order to soften the impact of the station. e) Removal of crossing outside no. 21 Berkeley Road or mitigations sufficient to address noise pollution concerns.	a) Please refer to response item (15) above in relation to the station architecture and design of Mater Station. b) The entrance to Mater Station is situated at the northwest corner of the park and close to the Hospital access, which is conveniently located to walk to Mater Hospital, St Joseph's Church and Berkeley Road. The location of the entrance is also a result of the tunnel alignment between Glasnevin and O'Connell Station, in line with the Project objectives of facilitating integration and serving the City Centre. c) Please refer to response item (15) above in relation to the station architecture and design of Mater Station. d) Please refer to response item (16) above in relation to the planting of trees around Mater Station. e) Please refer to response item (18) above in relation to the anticipated impact of the pedestrian crossing on Berkeley Road.
20	4. Restoration & Operation	7	Given the scale of upheaval and duration of the project, it is essential that funding should be set aside to benefit the local area and restore Four Masters Park to the greatest extent possible once the construction period is complete. There is a lack of detail and clarity regarding the reinstatement of the Four Masters Park following the construction period, with no indication of which body will be responsible for the park upkeep and security. There will be much greater access to the park area than there is currently, which while potentially positive does raise some concerns about anti-social behaviour. The difficulties experienced at some Luas stops highlights the risks in this regard and it is noted that most DCC parks are closed at night for security reasons. We also have concerns about future possible noise pollution from buskers and similar activities. Remedy Sought: a) A dedicated Community Fund should be established to ensure improvements are delivered in relation to the visual amenity and liveability of the local area. b) DCC to manage the park area following construction c) No licences to be granted for buskers. d) No licences to be granted for events without the specific approval of the local Residents Association.	Please refer to response item (15) in relation to the reinstatement of Four Masters Park following the completion of the construction works at Mater Station. a) TII will explore the possibility of providing Dedicated Community Funding, however such funding does not currently form part of our proposals. TII will work with all established Community Groups through the local community liaison offices along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include: - A local school learning programme. - Enhancement of community amenity within agreed funding limits. - Engagement with final landscape and finishing options. Once the works are completed it is intended that the park will be owned, managed and secured by TII. As such there are no plans to facilitate licensing of buskers or other events.
21	Oral Hearing Request	7	We wish to request an oral hearing.	Thank you for the submission and request for Oral Hearing. We have reviewed the submission and provided response for the observations/ concerns raised in detail above. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. An Bord Pleanála may, at its absolute discretion, hold an oral hearing on the Railway Order application. Given the scale and extent of the MetroLink project it is highly likely that an oral hearing will be held similar to past railway order applications. The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála.