

Submission No.			045	
Organization Name or Name of Submitter			Claire Dunne (20 The Court Apartments, Dalcassian Downs, Glasnevin)	
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				
1	Letter	1	<p>I would like to register my strong opposition to the proposed MetroLink route through/under The Court Apartments, Dalcassian Downs, Dublin 11, where I live.</p> <p>The proposed MetroLink route will take the green area/car park of The Court Apartments. This area will become a construction site. The proximity of this construction site to the apartments, especially block 19-30, will cause significant disruption to the residents of The Court. There will be significant levels of noise and dust that will affect the residents of The Court Apartments, in addition hoardings will be put up that will block light from these apartments, especially those apartments situated on the ground floor, including the apartment I live in. There are also plans for large tanks or silos to be placed in the construction site which will further block light from the apartments.</p> <p>The proximity of the building site to The Court Apartments will make it difficult to tolerate living in many of the apartments affected by the proposed construction, including where I live. In particular it is reasonable to assume that the noise levels, lack of light and dust will have a negative effect on the health and well-being of those living in The Court Apartments. I am concerned that it will negatively impact the mental health and respiratory health of inhabitants in particular. I am also concerned about the effect of the building site on air quality within and around the apartments.</p>	<p>TII thank you for your submission and acknowledge that there will undoubtedly be impacts on the residents of The Court Apartments, Dalcassian Downs, due to the proximity of the Glasnevin Station to these properties.</p> <p>Noise and Light EIAR Appendix 14.5 Groundborne Noise and Vibration and Blasting Results presents the predicted noise and vibration levels during TBM Passage for various sensitive receptors. The predicted groundborne noise during TBM passage beneath the building 19-36 The Court Apartments is 49 dB LASmax, which is above the Threshold Level of 45 dB, resulting in a significant impact for occupants for the limited duration of TBM passage. The predicted groundborne vibration during TBM passage beneath the building 19-36 The Court Apartments is 0.263 ms-1.75 VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) which is below the threshold of 0.8 ms-1.75 VDV for sensitive uses such as residential buildings. There is therefore no significant impact for groundborne vibration expected at this location.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration 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 and ensure the timing of these impacts are known.</p> <p>EIAR Chapter 13, Airborne Noise and Vibration includes an assessment of airborne noise and vibration from the construction of nearby Glasnevin Station. Chapter 13 presents the predicted airborne noise impacts, including Table 13.62 which summarizes the noise impacts from the construction of Glasnevin Station. This includes receptor The Court Apartments, Dalcassian Downs in the location of this plot of land where the predicted impact is Significant to Very Significant impact during each of the work phases.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> <p>As identified in EIAR Chapter 13 (Airborne Noise& Vibration), the key principals relating to noise mitigation will be applied across all construction areas for the proposed Project (including where noise levels are exceeded at Dalcassian Downs): * Noise control at Source: Selection of quiet plant, site layout, attenuation at source, operational control (hours and periods); * Noise Control along Pathway: Localized screening to plant items on site, enclosures, site buildings, site hoarding and noise barriers; and * Noise Control at Receiver: Noise Insulation (NI) and Temporary Rehousing (TRH).</p> <p>It is acknowledged that the proximity of hoardings, and presence of construction vehicles on site will have the effect of reducing light to these properties and as such TII will be engaging with the owners and occupiers of the effected properties to arrive at appropriate alternative arrangements to mitigate these construction phase effects.</p>

Submission No.			045	
Organization Name or Name of Submitter			Claire Dunne (20 The Court Apartments, Dalcassian Downs, Glasnevin)	
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				
			(1) continued	<p>Dust and Air Quality The TII Guidance document 'Guidelines for the Treatment of Air Quality During the Planning and Construction of NATIONAL Road Schemes' (TII, 2011) details the methodology for determining air quality impact significance criteria for road schemes in Ireland. The significance criteria are based on PM10 and NO2 as these pollutants are most likely to exceed the annual mean limit values (40µg/m3). However, the criteria have also been applied to the predicted annual PM2.5 concentrations for the purpose of this assessment.</p> <p>In order to ensure that no dust nuisance occurs, a series of measures will be implemented, these have been detailed in Appendix A16.4 Dust Management Plan (associated with Chapter 16 Air Quality). In summary, the measures which will be implemented will include: * Material handling systems and site stockpiling of materials will be designed and laid out to minimize 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 specialized 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.</p> <p>In terms of dust generation there is potential for significant dust generation at Glasnevin as outlined in Table 16.44 of Chapter 16 (Air Quality), if not mitigated. However Section 16.6.1 of Chapter 16 (Air Quality) and the Construction Environmental Management Plan outlines measures that will be undertaken to manage the effects of the generation dust. Consistent implementation of good dust mitigation practices will ensure that the impact from construction dust is not significant. The measures include the preparation of an Air Quality Management Plan for eah worksite. The plans will include an inventory and timetable of activities which may give rise to emissions or dust; alert levels; alert 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.</p> <p>Human Health Potential impacts to Human Health are presented in Chapter 10 of the EIAR. The Construction Phase of the Air Quality assessment, as detailed in Chapter 16 (Air Quality), identifies a generally negligible or slight negative impact on air quality in the vicinity of the proposed project during the Construction Phase post mitigation. No exceedances of air quality standards are predicted, therefore, no significant adverse human health impacts are predicted. Sensitive receptors such as Mater Hospital, Northwood Nursing Home, Tara Winthrop Clinic and DCC Assisted Living have been assessed in recognition of the presence of vulnerable patients who may have decreased immune systems. At Mater Hospital, High Efficiency Particulate Air filters are present on windows and ventilation systems, and therefore in addition to the construction mitigation measures outlined above in relation to air quality, it is not anticipated that there will be any impact on human health as a result of the construction activity. Similarly, it is is not anticipated that there will be any human health impact at the other identified sensitive receptors.</p> <p>As detailed in Chapter 10 (Human Health), human psychological impacts are very complex and not easily predicted. There is no simple methodology to predict effects in groups of people, often the most efficient way of predicting future psychological impacts is by looking at what has happened in similar projects. One relevant example is the recent construction of the Elizabeth Line in London. A Pubmed search was conducted to determine if this project was associated with adverse psychological impacts and there is no publication suggesting that this is the case. Potential psychological effects are not equally distributed, and must be balanced against the positive psycholoical impacts of teh Operational Phase and the benefits and convenience to residents of the area given the proximity to the proposed MetroLink stations. Whilst there is a traffic management plan proposed for the Construction Phase (with the proposed temporary traffic management measures assessed in Appendix A9.5 Scheme Traffic Management Plan), there may be delays in what are already busy streets and roads as outlined in Chapter 9 (Traffic & Transport). This may lead to annoyance in some drivers which may precipitate complaints. However, annoyance is not in itself a human health effect. On balance there is no reason to predict significant adverse effects on human health from a psychological perspective.</p>

Submission No.			045	
Organization Name or Name of Submitter			Claire Dunne (20 The Court Apartments, Dalcassian Downs, Glasnevin)	
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				
2	Letter	1	<p>In addition, the loss of the car park and green area (lawn and trees) will affect the quality of life of those living in the apartments. The green area is a community space where people relax and socialize, in particular over the summer months. The loss of this space is not to be underestimated.</p> <p>In summary, due to loss of light, noise and air pollutant levels, loss of our green space and car park, I am strongly opposed to the proposed MetroLink route as pertains to The Court Apartments, Dalcassian Downs.</p>	<p>As stated in Chapter 27 (The Landscape) the largest part of the open space and car park attached to the southern end of the Dalcassian Downs residential estate, will be part of the construction works area and the majority of the existing mature trees and shrubs will be removed as part of the works.</p> <p>It is acknowledged that reducing parking within areas of the estate will mean that people may need to walk further from their cars to their apartments.TII are working with DCC to identify alternative car parking spaces and will continue to liaise with residents.</p> <p>During construction of the proposed Project, a total of 23.46ha of open space lies within the Project Boundary of which 11.77ha will be acquired temporarily to accommodate construction compounds and construction activities (including enabling works, demolition, excavations, traffic diversions, station and route construction as well as tunnelling). It is recognised that the green space at Dalcassian Downs is a community space, however, there will be approximately 533 ha of remaining green space available within the Study Area which may be used an alternative during this period. The impact on open space is therefore considered to be a negative, slight, medium-term impact at the regional and local level during construction of the proposed Project.</p> <p>Please refer to response item (1) above in relation to the predicted impacts on light, noise and dust/air quality at The Court Apartments, Dalcassian Downs as a result of the construction of the Glasnevin Station.</p>