

Submission No.			46	
Organisation Name or Name of Submitter			CLG Na Fianna C/O Cormac O Donnchu	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	Observations of CLG Na Fianna	3	The works on the St Mobhi Road site will severely impact on local residents and a number of active sporting and educational institutions including Na Fianna, Scoil Mobhí, Scoil Chaitriona and Whitehall College. Recognising the intensity of use of the site and its impact on such large numbers of users we suggest that a condition of the granting of the RPO should stipulate that the full traffic and health and safety plans for this site are prepared in conjunction with the stakeholders in the direct vicinity. The stakeholder group should include a representative of each educational institution, each sporting group and a residents representative.	<p>The concern regarding works on the St Mobhi Road site are understood. The EIAR has fully assessed the potential impacts on the local population in the area of Mobhi Road, as summarised below:</p> <p>Chapter 9 - traffic and transport impact assessment and proposed mitigation measures. Section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestions is minimised. The Plan will include measures such as the establishment of Local Community forums which will cover areas local to each station where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Chapter 10 - human health impact assessment and proposed mitigation measures. This chapter has identified that on the implementation of mitigation measures as summarised here, the works may cause annoyance, but no residual effect on health is predicted.</p> <p>Chapter 13 - airborne noise and vibration impact assessment and proposed mitigation measures. The Construction Environmental Management Plan (CEMP) (EIAR Appendix A5.1), outlines the measures that will be implemented to manage noise and vibration during the construction phase, including:</p> <ul style="list-style-type: none"><li>o Noise control at Source: Selection of quiet plant, site layout optimisation, attenuation at source, operational control (hours and periods); and</li><li>o Noise Control along Pathway: Localised screening to plant items on site, enclosures, site buildings, site hoarding and noise barriers.</li></ul> <p>Chapter 16 - dust and other air quality emissions impact assessment and proposed mitigation measures. The potential risk from dust emissions has been reviewed for the critical activities at each of the construction areas. The CEMP (EIAR Appendix A5.1) will be used to manage the construction phase dust emissions. In addition, before commencing works, an Air Quality Management Plan shall be prepared and submitted in advance to the relevant planning authority. The plan will include all appropriate dust and emissions mitigation measures including for asbestos and aspergillus, applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the Contractor and for each worksite shall include:</p> <ul style="list-style-type: none"><li>o An inventory and timetable of activities which may give rise to emissions or dust;</li><li>o Alert levels and system to be used (including notification process);</li><li>o Details of control measures;</li><li>o Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li><li>o Details of the air quality reporting requirements.</li></ul> <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"><li>•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;</li><li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>•Liaison with local authorities and community groups;</li><li>•Hoarding will be provided around the construction compounds; and</li><li>•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.</li></ul> <p>As outlined in EIAR Chapter 8 (Consultation), consultation will continue throughout the construction period to ensure that the public, stakeholders and interested bodies are informed of progress on the construction of the proposed Project and to allow for members of the public to correspond with the project team. TII will maintain engagement with relevant stakeholders at this location during the process of finalising temporary traffic management plans and relevant sections of the health and safety management plan.</p>

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2	Observations of CLG Na Fianna	3	Prior to construction a process of monitoring and dealing with issues arising should be agreed. In the event of recurring breaches of safety/traffic plans a process should be agreed for an independent form of adjudication to deal with any substantive unresolved issues encountered during construction.	<p>TII will ensure that process and procedures are in place so that the risk of a breach is minimised. All potential environmental impacts will be monitored to ensure they remain within the stipulated limits of the granted Railway Order. Typically, monitoring will comprise of a "traffic light" systems of trigger levels that will provide a warning should trends be indicating a possible breach of Railway Order limits. A Monitoring Action Plan (MAP) will set out predetermined actions should a trigger be reached that will minimise the risk of Railway Order specified limits being breached. In the event of a breach, an investigation will be undertaken, and lessons learnt acted upon to avoid a repeat. Any breach of safety will be taken extremely seriously, and for which a temporary stand down will be safely implemented until such a time it is deemed work can safely resume.</p> <p>As outlined in the EIAR and summarised by Response (1) above, a number of mitigation measures will be implemented in order to reduce the impacts of the construction phase.</p> <p>All temporary traffic management plans will be developed and reviewed by the Scheme Traffic Management Coordinator in advance of implementation. All temporary traffic management schemes will be monitored on a daily basis to ensure compliance. Significant non compliance with an approved temporary traffic management scheme will result in the suspension of works until such time that the scheme is brought into compliance.</p> <p>All safety accidents and incidents will be dealt with in accordance with the Safety, Health and Welfare Act 2005, the Safety, Health and Welfare at Work (General Application) Regulations 2016 and the project's Health and Safety Management System, and the HSA notified accordingly and as such TII do not see the requirement for independent adjudication in respect of Safety/Traffic management plans.</p>
3	Observations of CLG Na Fianna	3	In addition to the site works on St Mobhí Road we wish to clarify that the construction works as outlined in the RPO will not disrupt the use of public facilities enjoyed by Na Fianna in the public park of Albert College.	<p>In order to ensure full functionality of the facility during the construction phase some of the pitches have been slightly relocated and realigned within the existing confines of Albert College Park to avoid any loss of amenity, for details see Railway Order Plans\Drawings, Alignment Details Book2 of 2, Dublin City Council, Plan Drawing Nos ML-RO 304 F-G and ML-RO 304 G-H. Works to the pitches will be carried out in agreement with the stakeholders concerned so as to minimise any disruption to sporting fixtures.</p>
4	Observations of CLG Na Fianna	3	In relation to the site of Collinstown Lane - we wish to ensure that all enabling works are conducted in such a manner as to minimise impact on the community based activities on this site.	<p>As identified in Chapter 11 (Population and Land Use), the pitches currently being used by CLG Na Fianna would be modified to accommodate the requirement to divert the existing open drain/river to the south of the grounds, which will result in the loss of land and impact one existing pitch. To mitigate this impact, this pitch will be rotated by 90°. The existing juvenile pitch will be relocated to the south west of the site and made larger.</p> <p>TII will continue to engage with DAA and CLG Na Fianna throughout the works so as to ensure that disruption to playing and training activities is minimised. It should be noted that the playing facilities will be enhanced through provision of additional pitch draining and flood lighting.</p>