

Submission No.			062	
Organisation Name or Name of Submitter			Desmond and Kathleen Rice (residents - 103 Phibsborough Road)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: - MetroLink Ref No. ML50-U22				
1	Observations/Concerns	1	We would like to know who’s idea it was to built a tunnel under our property and destroy our quality of life and piece of mind. Why is the MetroLink Tunnel not running under the main Phibsborough Road instead of running under residential homes? Our quality of life will be destroyed for 6-8 years while the tunnel is being built with noise, pollution, disturbance etc. Also noise from trains running day and night every 3 minutes.	<p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink project.</p> <p>EIAR Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the proposed Project, including the selection of Glasnevin Station. In line with the Transport Strategy for the Greater Dublin Area, Glasnevin station offers significant interchange value with the heavy rail network, with the rail lines at their closest point on the western side of Prospect Road, allowing for a more effective opportunity to transfer. Due to the preferred location of Mater Station ~600m away for onward travel into the city centre, the required curvature radius of the tunnel precludes the alignment from traversing under the R108 Phibsborough Road at this particular location to ensure maximum operating efficiency.</p> <p>Potential impacts associated with noise and vibration during the construction phase of the proposed Project are addressed in EIAR Chapter 13 (Airborne Noise & Vibration) with mitigation measures proposed where required. The assessment of airborne noise and vibration during the construction of Glasnevin Station includes the consideration of the closest noise sensitive receptors to the works. Noise mitigation measures that will be put in place will also work to reduce potential noise impacts at this address which is approximately 125m from the works. As noted in Chapter 13, Section 13.6 mitigation measures include but are not limited to noise barriers and site hoarding, selection of quiet plant and a Noise & Vibration Management plan which will be developed and used by the Contractors. This has also been assessed as part of Chapter 10 Human Health where through mitigation measures that no significant adverse human health impact is predicted and therefore there will be no impact on quality of life.</p> <p>EIAR Chapter 14 presents the assessment of Groundborne Noise and Vibration during Construction, with Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presenting predicted groundborne noise and vibration levels during the construction and operation phases of the project. The predicted groundborne noise during TBM passage is 49 dB LASmax which is above the Threshold Level of 45 dB, indicating a significant adverse impact for a short-term duration of up to 2-weeks when the TBM is passing this address. It should be noted that this will be transient in nature and will peak for 2-3 days where the TBM is closest to the property. Predicted vibration during TBM passage through Phibsborough Road is a not-significant level of 0.265 ms-1.75, below the threshold level of 1.0 ms-1.75 VDV at this location. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source. Advance public consultation and stakeholder engagement will be developed to inform the building occupants in advance of the TBM. A full monitoring and auditing programme will form part of the Construction Environmental Management Plan which will be agreed with the Local Authorities prior to the commencement of the Construction Phase.</p> <p>Should the Project be approved, prior to the commencement of any construction works, a detailed noise assessment for each work site will be undertaken based on the most up to date information for each. There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the Construction Phase of a project. Local authorities normally control construction activities by imposing limits on the hours of operation and consider noise limits at their discretion. Additionally, as noted in Appendix A5.1 Outline CEMP Table 6.2, the Contractor undertaking the construction of the works will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a).</p> <p>During operation of the railway groundborne noise is predicted to be 34 dB LASmax, which is below the threshold of 40 dB LASmax. Operational vibration at this building is predicted to be 0.008 ms-1.75, well below the threshold level of 0.8 mms-1.75 VDV. There are therefore no predicted significant impacts during operation at this location.</p> <p>In relation to pollution, it should be noted that these impacts will primarily be driven by works at Glasnevin Station and not necessarily tunnelling activities. Groundborne noise & vibration is the primary disturbance/impact from tunnelling at this location and is covered in the paragraph above. Nonetheless, Appendix A5.1 Outline CEMP provides a number of mitigation and monitoring measures that the Contractor will adhere to throughout the Construction Phase of the project to reduce the impacts such as pollution through air quality, traffic and general construction activity mitigation measures. Section 6 of the Outline CEMP provides an overview of these measures.</p>
2	Observations/Concerns	1	We have lived here for almost 30 years, we had intended to retire to the country, it does not look like that now, due to MetroLink running under our property. Who would buy this property?	The substratum value for deep tunnel projects is that it is has no value in the market due to its depth below the surface and its limited use, therefore property values should not be impacted. TII do not agree that the development will have a long term and permanent negative affect on the value of property. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.
3	Observations/Concerns	2	We wish to strongly object to Transport Infrastructure Ireland for running a MetroLink under our property, when it can be easily run under the main Phibsborough Road, why not do this? We would like to know.	Please refer to response item (1) in relation to the justification for the tunnel alignment from Glasnevin.