

Submission No.			066	
Organisation Name or Name of Submitter			District 7 Community Alliance (An alliance of 7 resident associations in North Central Dublin around the Mater Station)	
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Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	Letter	1 and 2	<p>As a community, we welcome the development of the MetroLink project which will bring benefits to our community, to Dublin and to the country as a whole and look forward to its timely delivery.</p> <p>We do, however, have concerns in relation to the proposed works as they affect our community. These are outlined in detail in the enclosed submission, but we would like to draw attention to three key concerns.</p> <p>In order to keep local residents informed of developments and ensure buy-in and support from the community, we request the establishment of a Mater Station Liaison Committee to ensure continuous communication and consultation with local residents before, during and after the construction phase to address concerns in advance of proposed works and also as particular issues arise.</p> <p>The Liaison Committee should also allow for local input into the reinstatement, restoration and improvement of the Park, public realm and visual amenity of the area.</p>	<p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink Project. We have reviewed the submission and provided response for your observation/concern in detail below.</p> <p>TII have undertaken extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by EIAR Chapter 8, as well as undertaking a detailed and extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink Railway Order application.</p> <p>TII carried out extensive non-statutory public consultation during the development of the Emerging Preferred and Preferred route development stage. In addition, there have been several meetings with local residents during the development of preliminary design stages for the scheme.</p> <p>It is the intention of TII to continue to consult with Local Business and Residents through the establishment of local community forums.</p>
2	Letter	2	<p>The local community is unanimous in its view that the design of the station is out of character with the surrounding architecture and also wishes to have the Four Master Park restored as far as possible to its original appearance. To that end, we request local input into these proposals through the Mater Station Liaison Committee.</p>	<p>As noted in response item (1) above, TII are committed to engaging with and listening to the views and concerns of the District 7 Community Alliance, and working with the community to manage any impacts resulting from MetroLink construction.</p> <p>Prior to the submission of the Railway Order Application, TII engaged with the local business community and explained the sequencing of works and environmental impacts as set out in the Railway Order submission. TII are committed to addressing the concerns of the local business community that are detailed in the District 7 Community Alliance submission and to continue to address their concerns throughout the projects construction stage through one on one engagement and through the soon to be established local business forum.</p> <p>Please refer to response items (11, 12 & 13) below in relation to the architectural design of Mater Station.</p>
3	Letter	2	<p>We are of the view that the development of the Mater Station offers an opportunity to rejuvenate the area around the Mater Station and Four Masters Park. To that end, we request that provision be made for the establishment of a Community Fund to be used to improve local amenities.</p> <p>We look forward to engaging with the NTA, TII and Dublin City Council on the above and on the establishment in the first instance of the Mater Station Liaison Committee which we consider to be an essential first step in engaging with the local community.</p>	<p>TII will work with established Community Groups through the local community liaison officers 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:</p> <ul style="list-style-type: none">- A local school learning programme.- Enhancement of community amenity within agreed funding limits.- Engagement with final landscape and finishing options, including aspects of biodiversity. <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p>
4	1. Introduction	5	<p>In keeping with current national and local development and planning policies, we make the following observations to ensure that the proposed development and construction does not:</p> <ul style="list-style-type: none">i) injure the residential and commercial character of the Berkeley Road area,ii) undermine the amenities of property in the vicinity of the Mater Station,iii) compromise the safety, health or wellbeing of local residents.	<ul style="list-style-type: none">i) Please refer to response items (11), (12) and (13) in relation to the architectural design of Mater Station, and impacts to the public realm.ii) Please refer to response item (9) in relation to the impacts to the urban environment in the vicinity of stations.iii) Please refer to response item (17) in relation to the assessment of predicted impacts and proposed mitigations to ensure the safety of the surrounding population.

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5	1. Introduction	5	As such, where observations are found to be of merit, we ask that the issues raised and remedies requested here serve as the basis for formal commitments, obligations and planning conditions that may be required of the applicant, project sponsor and/or scheme contractor prior to, during and after construction.	<p>Please refer to response items (1) and (2) above in relation to the consultation process.</p> <p>EIAR Chapter 5 (MetroLink Contruction Phase), Section 5.12.4.5 sets out TII plans for community engagement during the contruction Phase.</p> <p>A Stakeholder and Community Engagement Plan has already been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none">▪ Regularly reviewing and updating stakeholder and community engagement plans;▪ Actively maintaining partnerships and design focus groups established with the community; and▪ Communicating in a timely and open manner. <p>Through the ongoing development of this plan, it is proposed that TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in this EIAR, will be informed in advance of work taking place.</p>
6	2. Need for Greater Clarity and Community Consultation	6	We feel it is important to note that the period allow for submission of observations in relation to this Railway Order, although it might be in line with statutory requirements, it is completely inappropriate and it is against the principles of planning consultation to expect local residents with no technical background or knowledge to be able to review a submission of this size and complexity in the period provided.	As noted, the period for consultation is in line with statutory requirements. The Non Technical Summary provides a summary of the Environmental Impact Assessment in general terms for ease of understanding.
7	2 - Need for Greater Clarity and Community Consultation	6	At an overall level, we observe a general lack of clarity around the responsibilities of the applicant and delivery teams in terms of communication and consultation with the local community over the course of the project. This also includes the proper demarcation of responsibilities between the applicant, the Scheme Contractor and other parties involved such as TII and Dublin City Council.	<p>Appendix A5.1 Outline Construction Environmental Management Plan (CEMP) details the monitoring and communication process that will be implemented throughout the construction phase. The document also sets out the responsibilities of the employer, employer representative, the contractor(s), the construction manager, the environmental manager and the environmental specialists that may be engaged by the contractor(s).</p> <p>As detailed in Appendix A5.1 Outline CEMP, 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.</p> <p>The contractor(s) will also be responsible for implementing a Stakeholder Communication Plan, as set out in response item (4) above, which will be developed under the consent of a designated Public Liaison Officer appointed by TII.</p> <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities such as Dublin City Council, and all other stakeholders affected by the proposals will be informed of planned works.</p> <p>As noted in response item (1), it is TII's intention to continue to consult with Local Business and Residents through the establishment of local community forums for residents and local business forums for businesses.</p>

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8	2 - Need for Greater Clarity and Community Consultation	6	We also observe a lack of specificity with regard to the applicant's formal obligations to the local community (e.g. ground vibration monitoring, emissions and air monitoring, to name but a few), and particularly the lack of obligation that pertain to specific worksites such as, in our case, the Mater Station (e.g. the nature of the reinstatement of the Four Masters Park and all adjacent areas of public realm that might be impacted by the works).	<p>Appendix A5.1 Outline CEMP identifies the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout construction. Compliance with the CEMP does not absolve the contractor(s), and their subcontractor(s), from compliance with all legislation and byelaws relating to their construction activities.</p> <p>For the duration of the contract(s), the environmental performance of the contractor(s) will be monitored through site inspections and audits by the Environmental Manager. The programme for monitoring, inspections and audits will be specified in the contract and it is likely to be a combination of internal inspections and independent external audits that may be either random or routine. The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. The contractor(s) will be required to inform TII of any continuous exceedances of criteria.</p> <p>Detailed monitoring plans will be prepared by the contractor(s), such as a Construction Noise and Vibration Management Plan, an Air Quality Management Plan, Dust Management Plan, Blasting Plan, Ecology and Landscape Management Plan, to name a few. Further details on the documents to be provided by the contractor(s) are contained in Appendix A5.1 Outline CEMP.</p> <p>In relation to conservation and architectural heritage, a Project Conservation Architect has been engaged to oversee the implementation of the Project. The PCA will prepare specifications for the removal, storage, conservation and reinstatement of any built and cultural heritage elements such as at Four Masters Park.</p>
9	2 - Need for Greater Clarity and Community Consultation	6	Finally, we note that the restoration and rejuvenation of the area after the development of the Mater station is vital to the proposal being acceptable to the local community.	<p>Please refer to response items (11), (12) and (13) in relation to the architectural design of Mater Station. The completion of a MetroLink Station at Mater will likely lead to the rejuvenation of the local area around the station. TII are committed to the restoration and enhancement of the Four Masters Park on completion of the station, that will undoubtedly set this location as an attractive place to live and do business.</p> <p>As noted in Chapter 3 (Background to the MetroLink Project), there will be improvement in the physical quality of the public realm by provision of high-quality station architecture designed to ensure universal access, natural wayfinding and passive surveillance. This is reinforced with well-designed hard and soft landscapes. Station architecture and public realm design are fully integrated with the local environment and designed using high quality materials to provide an attractive environment resulting in a positive and comfortable passenger experience.</p> <p>The proposed Project stations will support opportunities to improve the urban environment, as will the associated reduction in vehicle numbers. The attractiveness of the urban environment is also a key determinant in where people choose to live, attracting more population, amenities and business into the area.</p>
10	2 - Need for Greater Clarity and Community Consultation	6	These issues could be addressed by requesting the applicant to agree a comprehensive plan for community liaison on aspects of the development before construction begins, potentially as part of any detailed design, planning, and procurement strategy planned for 2023.	Please refer to response items (1), (2) and (4) above related to the consultation process and TII's commitment to community engagement throughout the construction and operational phases.
11	2 - Need for Greater Clarity and Community Consultation	7	To provide for appropriate ongoing review of operations on site in conjunction with the local community, we ask that a Mater Station liaison committee be established to liaise between the applicant, the building contractor and the local community to ensure all and any issues that arise before, during and after construction are resolved in a coordinated and consensual manner.	Please refer to response items (4) and (5) in relation to community engagement and communication during the construction phase.
12	2 - Need for Greater Clarity and Community Consultation	7	Membership of the committee could include local community members (e.g. reps from Berkeley Road Area and District 7 Community Alliance), elected representatives of Dublin City Council, and representatives of the applicant and the applicant's team. The committee will act as a liaison with the local community in relation to ongoing monitoring of the Mater station construction.	Please refer to response items (4) and (5) in relation to community engagement and communication during the construction phase.

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13	3 - Observations - 3.1.1 Design Observations	10 and 11	<p>It is our view that the quality of the streetscape, particularly its relationship with Berkeley Road and the view to the old Mater Hospital, will be compromised by the following aspects of the new MetroLink Station:</p> <ul style="list-style-type: none">- Voluminous design and obtrusive orientation of the station.- Excessive use of bollards.- Excessive hard landscaping and construction of a 'plaza'.- Construction materials and colour scheme of the station and ancillary buildings are inappropriate and do not enhance the architectural quality of the streetscape.- The proposed single access to the station (this could be moved south to provide dual access to/from Eccles Street and Berkley Road to/from the proposed station box from the south. The access canopies could then be located within the area currently finished in tarmacadam adjacent to St Joseph's Church thus avoiding unnecessary intrusion in the Four Masters Park. This would allow for the retention of much of the historic railings as well as the restoration of the Four Masters Cross to its original location).- Proposed location of the ventilation shafts, lifts and other structures (e.g. skylights) along Berkeley Road (Which could also be moved to a location similar to that noted above in relation to access points), and their design and materiality which is not in keeping with the visual heritage of the existing buildings.- The proposed relocation of the Four Masters Cross is inappropriate and consideration should be given to reinstatement to its original location as noted above.	<p>Please refer to response item (13) below in relation to the architectural design of Mater Station.</p> <p>TII recognise that Four Masters Park has very important heritage and architectural connotations, and as such the Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none">* Realignment of the Four Masters Memorial;* Rearranging the footpath to provide enough pedestrian space for the main entrance;* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and* Replacement of existing trees. <p>The construction of Mater Station in the Four Masters Park will affect the park itself, both Eccles Street and Berkeley Road, and St Joseph’s Church, requiring stringent environmental management measures during construction and restoration of the urban realm. Design changes that were introduced to reduce impacts on heritage include the following: prior to the construction phase the railings, gates, plinth walls, Healing hands sculpture and Celtic cross at Four Masters Park (RPS, Reference 737) will be removed, stored carefully and reinstated following the completion of construction of the proposed Mater Station.</p> <p>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 tunnall alignment between Glasnevin and O’Connell Station, in line with the Project objectives of facilitating integration and serving the City Centre.</p> <p>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 will in the long term be a preferred location as it allows the streetscape to be returned to its pre-construction layout upon completion.</p> <p>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. 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.</p>
14	3 - Observations - 3.1.1 Design Observations	11	<p>The removal of 50 mature trees from this relatively small area is excessive, unnecessary, at odds with Government climate action and biodiversity policy, and would represent a significant environmental and visual amenity loss to the local area.</p> <p>The Planning Report states that “<i>tree planting will ...be relatively immature and will not enclose the Park or contribute much to the definition of the two adjoining streets for at least a period of approximately 7-10 years</i>”.</p> <p>In light of this, proper consideration should be given to protecting existing mature trees where possible, as well as reinstating mature trees that must be felled with mature specimens.</p> <p>We do not believe that there are any technical barriers or difficulties preventing consideration of the above matters which will in turn result in the nearly full reinstatement of the Four Masters Park, its environs and the vistas to and from local protected structures after construction and ask that local residents, for whom views are an amenity of their property (and who have not had access to any studies of the visual impact assessment), be consulted on the above aspects.</p>	<p>EIAR Chapter 27 (Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. On completion of the station box, the existing Four Master Park and its surface features will be substantially reinstated with the visual amenity of the area largely restored, much to its existing condition and improved 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.</p> <p>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.</p>

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15	3 - Observations - 3.1.1 Design Observations	12	<p>There are many examples of modern underground stations with a much smaller elevation, visual impact and footprint above ground. Other similar projects have also incorporated design contests for station canopies to promote local acceptance.</p> <p>Examples given:</p> <ul style="list-style-type: none">- St. Cathedral Parkway Subway Station by LHP Architects - New York.- Compact metro canopy designs - Bilbao	<p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. 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.</p> <p>TII believe that the commissioning of internationally renowned architect Nicholas Grimshaw and Partners, has delivered a contemporary station design which is appropriate for a state of the art metro system such as MetroLink. Appropriately, significant emphasis is placed on the public spaces. The station concourse at Mater will be 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, the stations are architecturally distinguishable so as not to falsify the existing historic context. Reference and due respect to that context is made through the choice of high quality and appropriate materials and the scale of the interventions.</p> <p>At Mater station, the canopy entrance evokes the scale of park structures. The aesthetic values of all eras, including our own, have cultural validity, and therefore the brick is used in a contemporary way reflecting contemporary aesthetic idioms derived from 21st century technology.</p> <p>TII believe the current station and surface level designs greatly enhance the public realm at all locations along the MetroLink route. There is a unifying commonality in the design of all stations, providing a consistent and coherent architectural language, which assists with orientation and wayfinding, and contributes a new architectural lexicon to the cultural iconography of the city.</p>
16	3 - Observations - 3.1.1 Design Observations	13	Overall we believe that, in the interest of visual amenity, and safety, local residents have a right to influence what local streets will look like and the priorities for their design.	Please refer to response items (1), (2) and (4) above in relation to the consultation process and TII's commitment to community engagement throughout the construction and operational phases.
17	3.2 Construction Context - Mater Station	14	<p>Residents will suffer the possible impact of vibration, dust and noise including the possible damage to their health and their properties. They will lose years of enjoyment of the area, and many will lose the amenities of their property, through restricted access, loss of views, noise and air pollution during its construction, without any return.</p> <p>The impact of the construction of the Mater Station and ancillary MetroLink infrastructure in the area, in terms of traffic and emissions cannot be considered in isolation from the broader context of development in the vicinity.</p> <p>Our observations in relation to the impact of construction on both residents and businesses are noted below.</p>	<p>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 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).</p> <p>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). Please also refer to response (1) above that also summarises the assessed impacts and proposed mitigations.</p> <p>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 (Traffic, Noise & Vibration, Air Quality etc) are fully considered, managed and mitigated in accordance with the EIAR and Railway Order. This detailed CEMP(s) will be provided to Dublin City Council (DCC) for consultation and approval in advance of any construction works on site and more broadly will be considered by DCC in the context of other developments in the area at the time of approval.</p> <p>An Outline CEMP, included in Appendix A5.1 of the EIAR, lists out all of the requirements for construction environmental planning and management that will be developed further by the appointed contractors. Baseline surveys and monitoring will be undertaken in advance of the works commencing with instrumentation also used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p>

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18	3.2.2. Accessibility and parking	16	<p>Dublin City Development Plan 2016 - 2022, states it is DCC policy "<i>to improve facilities and encourage relevant transport agencies/transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children</i>".</p> <p>Further: MT027 states as an objective for DCC "<i>to renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking, and to facilitate short-term parking for shopping, business and leisure purposes at appropriate locations</i>".</p> <p>It is not clear whether these policies and objectives have been considered fully or sensitively in the current scheme.</p>	<p>Dublin City Development Plan 2016-2022 (DCC 2016a) is one of the relevant Local land-use transport planning policies which sets out the context for the proposed Project. Further details on the planning and policy context of the proposed Project can be found in the Planning Policy Report and Overall Traffic and Transport Assessment (Appendix A9.2).</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase) explains 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 businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC) 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.</p> <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, 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 outside 16 & 17 Berkeley Road 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 during each sub phase of the works. Further details on this can be found in EIAR Appendix A9.5 section 7.7.5.3.5.</p> <p>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.</p> <p>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.</p> <p>A summary of Mitigation Measures in Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic & Transport). The mitigation measure for Berkeley Road for general traffic, parking and loading is to monitor if closures are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> <p>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 in the long-term.</p>
19	3.2.2. Accessibility and parking	16	<p>Under the current scheme, there is a cumulative loss of approximately 34 parking spaces in the Berkeley Road area ("<i>20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road</i>"), with a long-term negative impact predicted. However, it also states that 'this impact will be removed following completion of the Construction Phase'.</p> <p>It is not clear whether this means that the parking spaces will be reinstated or is simply a boilerplate response unrelated to local 'Mitigation Measures' for Berkeley Road and Eccles Street.</p>	<p>Please refer to response item (18) above which details the impact to parking at Mater Station in the operational phase.</p>

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20	3.2.2. Accessibility and parking	17 and 18	<p>Given current pressures on parking (in an area in which many households in the area do not own a motorcar) it is unclear how resident parking and access to parking for short-term medical visits or services will be maintained during construction or if it has been considered at all. There are also concerns that a considerable amount of car parking for residents will be eliminated after completion of the works in an area already lacking such facilities.</p> <p>Beyond a high-level mention of 'car-sharing' and 'transporting workers to site via mini-buses', there are insufficient details in relation to the provision of transport or car-pooling for people working on the Mater site (also a policy/objective in Dublin City Development Plan) or how the extra parking and traffic and access difficulties created by the current proposals in the Berkeley Road area will be resolved.</p> <p>Remedies Sought: A detailed proposal on how the limited parking access in the area can be protected for vulnerable visitors and local residents, to be agreed in consultation with local residents and businesses, as part of a broader traffic impact assessment and travel management plan.</p> <p>In addition, a detailed proposal should be required from the applicant and its agents, including the scheme contractor, on how site workers and site visitors will travel to the site (e.g. park & ride etc.), in keeping with DCC policies on sustainable travel and development - again to be agreed in consultation with local residents and businesses.</p> <p>Similarly, consideration should be given to consultation with other public bodies (DCC, etc.) in relation to parking enforcement, and parking provisions for residents.</p> <p>Lastly, the applicant should be requested to clarify the intended final layout of Berkley Road including the reinstatement of public road infrastructure, including footpaths, cycle lanes and short term and resident car parking spaces to at least the existing numbers and provision if not improved.</p>	<p>Please refer to response number (18) above in relation to the impact to parking at Mater Station during both the construction and operational phases.</p> <p>As noted in Appendix A5.1 Outline CEMP, all staff and workforce will be encouraged to make their way to and from the site by public transport, by project-specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominataed contractor(s) may provide a transfer pick up and dropoff service from suitable public transport hubs.</p> <p>A Construction Mobility Plan will be prepared for the proposed Project by the contractor(s) to outline access arrangements to construction sites by sustainable travel modes. Each site will need a specific plan for project personnel mobility. The following measures will be considered within the final Construction Mobility Plan:</p> <ul style="list-style-type: none">* The provision of showers/changing rooms for construction staff;* The provision of cycle parking for staff;* Ensuring safe and segregated pedesrtrian access to site; and,* Provision of site-specific transportation (minibuses) where frequent movements are going to be occuring e.g. between different work sites.
21	3.2.3 Traffic & Travel	18	<p>Traffic & Travel: Summary of issue below - more assessments</p> <p>It is unclear if these (Traffic modelling) include consideration of other developments in the local area.</p> <p>It is not clear that the current proposals provide an assessment of the nature and extent of the impact of the development on the wider transportation system, particularly pedestrians, but also cyclists and other road users.</p> <p>Not aware of any assessment of the safety impact on the reallocation of road space on Berkeley Road.</p>	<p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, the assessment of impacts on the traffic network includes the measures proposed within the R132 Connectivity Study and the proposed BusConnects infrastructure designs. During the operational phase, traffic modelling assesses a scenario with the Project and committed transport schemes only, and a scenario with the Project with planned schemes under the National Development Plan (for Opening Year) and planning schemes under the Transport Strategy for the GDA for the Design Year and the Forecast Year.</p> <p>Designated access and pedestrian routes around the construction site at Mater Station, particularly at and/or along the hoarding lines will be designed so that it is not perceived as uninviting by pedestrians. With the exception of the Construction Compound on Four Masters Park pedestrian routes for residents and businesses will be maintained throughout the construction period on Eccles Street and Berkeley Road, see Figure 7-35 of Appendix A9.5. The impact on pedestrian and cyclist safety during the construction phase has been assessed and presented in Appendix A9.5 Scheme Traffic Management Plan. This is assessed through consideration in reductions in quality of service, such as through the removal of designated infrastructure, increased conflict with construction vehicles, or reduced width of infrastructure.</p> <p>The requirements for pedestrian and cyclist provision during the construction phase are outline in section 6.1 Traffic and Transport of the</p>

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			<p>Meaningful engagement sought on the expanding desk based assessment in the area.</p> <p>Remedies Sought: A detailed contextual assessment of the effects of the proposed development during the period of construction on pedestrian and vehicular safety in the vicinity of the construction site is sought, to include assessment of walkability and impact of increased parking pressures and traffic displacement in the neighbouring residential streets.</p>	<p>The requirements for pedestrian and cyclist provision during the construction phase are outline in section 6.1 Traffic and Transport of the Outline Construction Environmental Management Plan (CEMP) Appendix A5.1 of the EIAR. The environment around the site compound will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will ensure that the impact to businesses and shops adjacent to the works areas is minimised. Temporary pathways will be installed where appropriate, and provision will be made to ensure access for persons with restricted mobility is maintained. Where the existing level of service cannot be maintained in the vicinity of the compound at Mater, an alternative route will be provided. This route will be clearly signed, visible, and safe, and will provide a level of service (capacity) required to cater for the pedestrian demand. The Outline CEMP provides for the establishment of a Project Construction Traffic Forum, which will include representatives from key stakeholders.</p> <p>From the requirements set out in the Outline CEMP and as part of the preparation for the construction phase the appointed contractor for the works at Mater Station will prepare a detailed Traffic Management Plan of their proposal to manage and control traffic including pedestrians and cyclists. The Traffic Management Plan is a key document within the CEMP documentation to be submitted for Dublin City Council for consultation and approval prior to works commencing at Mater.</p>
22	3.2.4 Economic Impact on Local Businesses	19	<p>Economic Impact on Local Businesses. Given the duration of the construction, the removal of parking spaces and vehicular access, the scale of the impact on local businesses is likely to be economically significant. Indeed, without some form of material intervention, it is hard to see how many will survive. This outcome will be a huge loss to the local community and contrary to the stated objective of economic regeneration in the area.</p> <p>Remedies Sought: An economic assessment on the effects of the proposed development on local businesses and consideration of potential methods to ameliorate any negative impacts, including their inclusion in Community Gain projects during and after construction.</p>	<p>TII/NTA do not have a policy of compensation for local business for disruption during the construction stage. As with the installation of Luas line throughout the City, TII believe that any short term disruption to businesses during the works is offset by the eventual benefits of owning and operating a business in close proximaty to developed public transport.</p> <p>For residential properties only, TII is committed to having a Property Owner Protection Scheme (POPS) in place. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. The POPS comprises condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be 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 the same may be attributable to the proposed Project and 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 the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>The Property Owners’ Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at: https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</p>

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23	3.2.5 Health Impact on Local Residents: Air Quality	20 and 21	<p>Refers to: National Policy Objective 64 of the 2040 Project Ireland 2040 National Planning Framework is to “<i>improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas</i>” . And</p> <p>Clean Air Strategy that is currently being developed by the Department of the Environment, Climate and Communications. And</p> <p>Noted that the construction and development of the Mater station is just one of a number of developments taking place in the local area. Prior to any of this development taking place, the Phibsborough area has been identified as having poor air quality by the Clean Air Together project developed by the EPA in partnership with An Taisce’s Environmental Education Unit.</p> <p>Remedies Sought: At a minimum, in the interests of public health and residential safety, local monitoring and mitigation of air quality should be agreed with the local community and these should consist of discrete, measurable obligations to be regularly disclosed to the public required as part of the grant of planning permission. It is also strongly recommended that air quality monitoring standards for the Mater station construction should be brought in line with WHO recommended emission standards and benchmarks.</p>	<p>Further to response item (15) above, 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.</p> <p>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;</p> <p>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.</p> <p>Before commencing relevant works, an Air Quality Management Plan will be prepared and submitted for TII 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.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>In addition, EIAR Appendix A5.1 presents the Outline Construction Environmental Management Plan (CEMP). This document provides a framework that outlines the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout the construction phase. Referring to the Outline CEMP, the appointed contractor will prepare a more detailed CEMP for the Mater Station site. The detailed CEMP will be provided to Dublin City Council for consultation and approval in advance of any construction works on site. In addition, TII may appoint an Employer Representative to monitor compliance with the CEMP on their behalf. This may involve the appointment of temporary or permanent specialists with appropriate skills and experience as required to implement on-site procedures and monitor construction on behalf of TII to ensure impacts do not exceed those identified in the RO, i.e. competent experts in biodiversity, architecture, archaeology and cultural heritage, noise and vibration, dust, waste, soils, land, ground movements, contamination and water.</p> <p>In addition, regulatory and statutory bodies may undertake site visits to monitor compliance with legislative and regulatory requirements. A Freephone (e.g 1800) helpline service will also be maintained during the Construction Phase to deal with enquiries and concerns from the general public. All legal standards in force in relation to air quality will be adhered to during construction.</p>

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24	3.2.6 Construction Impact on Residential Property and Other Structures	21, 22, 23	<p>Refers to: The demarcation of properties included in vibration monitoring strategies is insufficient and the proposed strategy and measures does not provide any clarity on surveillance of properties that lie in close proximity to the works but just outside the 30m monitoring zone nor any details of how liaison with home owners will be undertaken or in what regularity. And</p> <p>Given the difficulty in predicting the likely impact of construction on local property, it should not be the case that it is determined, through estimation or prediction, who will be impacted by the construction before the development has taken place, nor should the possibility of engaging with TII regarding damage be presumptively limited to an estimated cohort (nor should this determination be within the gift of the Scheme contractor).</p> <p>Remedies Sought 1 of 4: In the interests of public health, residential safety and natural justice, clarity is required as to the scale of monitoring of properties and redress available for affected properties, particularly those where tunnelling is taking place directly under or near their homes. Detailed strategy on monitoring of properties in proximity to the tunneling works, detailed policies on rehousing, and details of provisions for homeowners without the means or capacity to engage surveyors or legal advice prior to, or during, construction are also required.</p>	<p>Further to response item (20) above related to POPS, 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.</p> <p>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 Tunnel Boring Machine (TBM). The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. 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 and determines where further assessments are required (Table 5.2) along the route. In advance of construction commencement all of the properties likely to be impacted by the works will be reassessed under this process and against the most up to date design information.</p> <p>EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the ‘Act’) upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety.</p> <p>Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and or temporary acquisition.</p> <p>Compensation will be provided through the Compulsory Purchase Order (CPO) process. Details are set out in the LAS (Land Acquisition Strategy) regarding the arrangements proposed for the provision of information and assistance to owners and occupiers of land required for the construction and/or operation of the MetroLink project whether or not the occupier has any interest in the land which may be subject to a compulsorily acquisition.</p>
25	3.2.6 Construction Impact on Residential Property and Other Structures	23	Remedies Sought 2 of 4: Prior to commencement of construction, comprehensive ‘no fault’ insurance should be put in place to protect households and residents in the area and details should be publicly provided.	Please refer to response no (22) above relating to POPS.
26	3.2.6 Construction Impact on Residential Property and Other Structures	23	Remedies Sought 3 of 4: Additionally any grant of planning permission should condition the provision of a community liaison structure by the applicant to investigate and address any damage caused to property in proximity to the tunneling works but outside the monitoring area.	<p>Please refer to response items (3) and (5) in relation to TII’s commitment to engagement throughout the construction phase.</p> <p>Please refer to response number (22) above related to POPS and compensation.</p>

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27	3.3.1 Community Gain	24, 25, 26, 27, 28	<p>Refers to: Given the scale of upheaval in the area, and duration of the project, we believe that the NTA and TII should make provision, for the benefit of the local area, for a Community Fund which can be spent on improvements to the visual amenity and liveability of the local area. And</p> <p>Critical in the context of the reinstatement of the Four Masters’ Park and the substantial impact to Berkeley Road residents and businesses. And</p> <p>Concerned with the lack of detail and clarity regarding the reinstatement of the Four Masters’ Park and public realm improvements to the area.</p> <p>Remedies Sought 4 of 4:</p> <p>i) In recognition of the severe upheaval caused to local residents and businesses by the proposed project, a Community Fund should be established, financed through development contributions by TII/the applicant, to be spent on the rejuvenation and enhancement of the Berkeley Road Area and environs.</p> <p>ii) Liaison committee discussed in Section 2 of this document will be responsible for the management and dispersal of the Community Fund.</p> <p>iii) Priority for local improvements should be given to proposals generated by the local residents (e.g. the District 7 Community Alliance proposals).</p> <p>iv) Such redevelopments should commence before the completion of the Metro and be completed prior to the opening of the station and, so far as possible, in parallel with its construction.</p>	<p>Please refer to response item (3) above related to the provision of a community fund.</p> <p>Please refer to response items (1), (2) and (4) above related to the consultation process.</p> <p>Please refer to response items (11), (12) and (13) in relation to the resinatement of Four Masters Park and the public realm improvements at Mater Station.</p>