

Submission No.			096		
Organisation Name or Name of Submitter			Fiona O'Kelly (resident - 26 The Court, Dalcassian Downs)		
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 - Project - Metrolink (TII)					
1	Observation/ Objection	1	The project will directly affect me. Initially TII lied and said they were demolishing my property. Now they say they are tunnelling underneath my building and taking our car park and garden. Therefore, if permission is granted and this project proceeds, myself and the other residents will be forced to move.	<p>As confirmed in Chapter 11 (Population and Land Use), no residential properties will be demolished at Glasnevin. Chapter 21 (Land Take) details that the communal garden areas, car parking and traffic access to the apartments will be subject to land take during the construction works, however there is no permanent land take associated with the apartments themselves.</p> <p>TII understand the reasons for your concerns and would like to provide the assurance that the potential disturbance impact on your property as a result of the proximity of the proposed tunnel and station has been carefully assessed. This includes the impact of noise and vibrations from: the tunnel boring machine (TBM), mechanical excavation and blasting; construction generated ground movements leading to settlement and possible building and property movement; and the operation of MetroLink. All of which have been assessed and reported in the EIAR and are summarised below. With exception of a temporary disturbance when the TBM passes your property, TII are predicting a 'not significant' impact to the building occupants and your building, or risk to the integrity of your house.</p> <p>Further details on the impact of noise and vibration at your property are included in response item (6) below.</p>	
2	Observation/ Objection	1	There are many factors that will negatively impact the residents of the Court. The most serious impact in my view is to potentially be forced to move out for many years as the works will be unbearable to live with. This will have a severe psychological impact on many residents who have lived at the Court most of their lives especially as there is a housing crisis. Also many of us have had the same neighbours for 20 years plus so the community will be broken up/ displaced.	<p>Please refer to response item (1) above in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.</p> <p>Chapter 10 (Human Health) details how the EIAR has considered impacts to psychological health. It is noted that there are potential psychological impacts from the construction phase. However, psychological impacts are very complex and not easily predicted, with no simple methodology to predict effects in groups of people. Potential psychological effects are also not equally distributed, with the construction of Glasnevin Station seen as essential in order to provide an appropriate station to service the area. While the negative psychological impacts on residents are recognised and accepted, it is also recognised that the individuals affected will have to be compensated and rehoused appropriately. While this may give rise to some disruption and annoyance it is not considered likely that there will be long-term deleterious effects, as there is no evidence of a higher incidence of psychological illness where people were rehoused in similar circumstances. It also must be balanced against the positive psychological impacts of the Operational Phase and the benefits and convenience to residents of the area given the proximity of the proposed MetroLink stations. On balance, there is no reason to predict significant adverse effects on human health from a psychological perspective.</p>	
3	Observation/ Objection	1	There is also the concern that the building may be irreparably damaged during construction.	<p>Please refer to response item (1) and (6) in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.</p>	

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4	Observation/ Objection	1	It is unacceptable that we should lose our secure parking spaces.	<p>Temporary management measures have been developed to minimise the impact on parking and loading. Temporary parking will be provided during construction. TII are in discussion with the local authority and other parties to identify a suitable location in the immediate vicinity.</p> <p>Upon construction works being finished the resident carpark at The Court will be reinstated in a new alignment and associated landscape provision of trees and shrubs to the new layout. This is indicated in Chapter 4 (Description of the MetroLink Project), section 4.17.7.</p>
5	Observation/ Objection	1	The loss of the garden will be huge as many of us use it during the spring/ summer months.	<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> <p>Please refer to response item (4) above in relation to predicted impacts on psychological health.</p>

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6	Observation/ Objection	1	The noise/ vibration will not be acceptable. For example, there are roadworks at present every night which are causing disruption to sleep and that is only a fraction of the potential noise we would have to endure should Metrolink go ahead.	<p>Please refer to response item (1) above in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.</p> <p>Construction Phase – Airborne Noise and Vibration EIAR Chapter 13 Airborne Noise and Vibration, Table 13.62 summarises the potential significant construction noise impacts from the construction of the proposed Glasnevin Station, which includes The Court, Dalcassian Downs. The predicted impact without additional noise mitigation is Significant to Very Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the north, east and southern boundaries of the Glasnevin construction compound. With these mitigations the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne noise and vibration levels during the construction phase of the project for The Court, Dalcassian Downs:</p> <ul style="list-style-type: none">• The predicted level of groundborne noise during TBM passage is 49 dB LASmax, which is above the 45 dB LASmax threshold resulting in a significant impact on the occupants of the building for the relatively short duration of TBM passage.• The predicted level of groundborne vibration during TBM passage is 0.263 ms-1.75 day and 0.221 ms-1.75 night, below 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 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.• The predicted level of groundborne noise during mechanical excavation at Glasnevin Station is 41 dB LASmax, which is above the 40 dB LASmax threshold resulting in a significant impact on the occupants of the building. <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>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>

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7	Observation/ Objection	1	There will be loss of light from the hoarding during construction.	As detailed in EIAR Chapter 5, MetroLink Construction Phase, hoarding is required to ensure that the construction sites are secure. Exceptions to the standard 2.4m hoarding or fencing will be at areas that need specific sound barriers or boundary treatment, as identified in Chapter 13 (Airborne Noise & Vibration) and Chapter 27 (Landscape & Visual). As noted in Chapter 07 (Consideration of Alternatives), the construction compound at Glasnevin is necessarily centred on the station box location and limited in size to minimise impact on surrounding buildings, roads, railway and canal. No environmental assessment of alternatives was undertaken as this was the only feasible option. Prior to the commencement of the construction works at each compound, the Contractor will conduct an individual site assessment to verify the height and positioning of screening to control noise impacts based on the most up to date construction methodologies and input data. As noted in Table 13.85 of Chapter 13 (Airborne Noise &Vibration) the construction hoarding at Glasnevin will be up to 4m in height on the northern, southern and eastern boundaries.
8	Observation/ Objection	1	There are personal injury concerns relating to ingesting dust/ dirt generated from the construction and the possible infestation of rodents.	<p>The EIAR has fully assessed the potential impacts on the local population, including dust and other air quality emissions impact assessment, and proposed mitigation measures in Chapter 16 (Air Quality). The potential risk from dust emissions has been reviewed for the critical activities at each of the construction areas. The Construction Environmental Management Plan (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 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">o An inventory and timetable of activities which may give rise to emissions or dust;o Alert levels and system to be used (including notification process);o Details of control measures;o Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; ando Details of the air quality reporting requirements. <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none">•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.

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9	Observation/ Objection	1	I believe there is a security/ safety issue as we will be living on a building site. If at some stage the work is completed I would have an issue living at a train station with the anti-social behaviour that can occur.	<p>As detailed in Chapter 05 (MetroLink Construction Phase), there will be a construction security team on site. The primary function of the site's security team will be to ensure that no unauthorised entry to site occurs. There will be fencing around the sites to minimise the risk of vandalism and unauthorised access. This process will be made easier by all operatives possessing an ID card. ID cards will only be issued to operatives that have attended the site induction and (if relevant) a medical examination. CCTV and alarm systems will be installed where required.</p> <p>One of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour during the operational phase, 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. It will also cover the platform doors to the track (surface and retained cut stations) and to the tunnel (underground stations); entrances to technical rooms, the station incident rooms, and stations (outside operational hours); access to the mainline tracks; entrances to facilities at Dardistown depot (test racks, workshops, garages, OCC (Operational Control Centre), technical rooms, storage areas, offices, and emergency doors); the back-up OCC: electricity sub-stations; tunnel portals; shafts and ventilation shafts and emergency doors. ACID will be integrated with the telephone system, CCTV, SCADA (Supervisory Control and Data Acquisition), Fire Alarm System and the Central Clock System.</p> <p>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.</p>	
10	Observation/ Objection	1	I strongly object to this project for the following reasons: <ul style="list-style-type: none">• Psychological injury• Personal injury• Health and safety• Potential damage to property• Damage to wildlife• Damage to nature• Inconvenience	<p>Please refer to the above responses in relation to impacts to human health (including psychological health), health and safety, potential damage to property and inconvenience.</p> <p>The EIAR details in full the proposed environmental protection measures to be implemented during construction. One of the key aspects of environmental control during the construction phase is the requirement for the appointed contractor to prepare a detailed design and construction methodologies plan 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.</p> <p>The EIAR Chapter 15, Biodiversity, describes and assess the likely direct and indirect significant effects of the proposed MetroLink Project on Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC. This chapter also provides a characterisation of the receiving environment within the proposed Project and within a wider study area in the vicinity of the proposed Project and the proposed mitigation measures to ameliorate the predicted impacts.</p> <p>Measures to mitigate and monitor the predicted impacts as a result of construction activity across the proposed Project are also detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation & Monitoring Proposed).</p>	

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11	Observation/ Objection	1	As I am directly affected by this proposed Metrolink project, I expect to be refunded the €50 I am forced to pay for this objection.	The application of the €50 fee is a matter for An Bord Pleanála.	