

Submission No.			139		
Organisation Name or Name of Submitter			Jennie McGee and Ian Kelly (residents - 80 Botanic Road, Glasnevin)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin					
1	Letter	1	We are writing to make an objection in relation to the Metrolink proposed to be constructed under our property at 80 Botanic Road, Glasnevin, Dublin 9, land tag/reference number: ML4M-U32, area number 304. As the tunnel is proposed for under our property I believe we did not need to include the €50 fee as it is free of charge for us to make an objection.	That is correct, as a directly affected property owner, no fee is due for your submission.	
2	Letter	1	We are very happy for the MetroLink station to be located nearby as it is a wonderful opportunity for our area. Our main concern is the schedule of works during construction, as we are located on Botanic Road and it will involve the movement of significant additional construction related traffic on the route to the Metro station site for a prolonged period of time. This traffic could seriously impact our quality of daily life and our quality of sleep at night, if the traffic and construction were permitted to take place 24 hours a day as it appears is being suggested in the plans.	<p>TII welcome your support for the proposed nearby MetroLink station and recognise your outstanding concerns which we will address below.</p> <p>As referred to in EIAR Appendix A9.2 Overall Project Traffic &amp; Transport Assessment, TII have, through pre-construction planning in advance of the Railway Order, anticipated the implications of the proposed works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. The proposed traffic management mitigation measures during the construction phase are outlined in section 7.1 of Appendix A9.2 Overall Project Traffic and Transport Assessment. During the Main Works for Glasnevin Station, no road closures or lane reductions are required. During the Enabling Works for Glasnevin Station, the removal of 90m of bus lane on Prospect Road northbound is required, with priority given to pedestrians. The anticipated impacts on traffic and transport as a result of the works are detailed below.</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan section 7.6 details the impacts to road users in the vicinity of the proposed Glasnevin Station. The works will attract additional traffic to and from this station location, with anticipated vehicle movements during the peak construction phase adding an average of approximately 50 additional daily movements each way to the existing traffic flows. The pre-construction planning and construction approvals process for traffic management at Glasnevin Station are set out below. The Advanced Enabling works for Glasnevin Station result in a slight impact for general traffic. Results indicate that the bus lane/general traffic lane removal will result in a slight impact on the section of road where the capacity is decreased, with an increase of volume of 3% in the morning peak and a 2% increase during the evening peak. This increase in volume, primarily due to public transport using the general traffic lane, results in a slight increase in driver delay on Prospect Road (which links to Botanic Road), of approximately 40 seconds, in the immediate area of the works during the morning peak. During the evening peak, a similar impact is shown in the results, however there is also additional delay on the Prospect Road/Whitworth Road junction, specifically on the southern and eastern approach arms where the additional delay time is 30 seconds and 21 seconds respectively.</p> <p>During the Main Works, as the construction site boundary is primarily contained away from the traffic network, there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented. Analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions and on Prospect Road (R108), however traffic flow will be generally unaffected. There will be some impact on Prospect ROad (R108) where site vehicles routeing from the north to the site will be required to take a right turn into the site, leading to an increase in HGVs in the area.</p>	

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			(2) continued	<p>Model outputs indicate that there will be minimal change in HGV volume as in both the morning and evening peaks, the roads immediately surrounding the station show there is little change in the HGV flows.</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.</p> <p>The control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight have also been considered. This is detailed in section 6.1. of Appendix A5.1 Outline CEMP. It has been assumed that regular HGV deliveries to Glasnevin will be restricted outside of standard hours, and therefore 24hr traffic and construction impacts are not anticipated. As such, impacts to sleep or quality of life as a result of traffic movements are not anticipated. This is referred to in EIAR Appendix 5.5, 8.6 Traffic Management. Out of hours deliveries at Glasnevin are anticipated, but these typically would be either: abnormal load deliveries requiring an Abnormal Load Permit issued by An Garda Síochána and DCC; or deliveries during any occasional weekend track possession works planned at Glasnevin.</p> <p>Prior to implementation, all traffic management measures will be agreed with 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. See EIAR section 11.6.1.2 detailing construction activity mitigations for the population in general.</p> <p>As outlined in EIAR Appendix A5.1 Outline Construction Environmental Management Plan - CEMP, the appointed contactor(s) will be required to implement the appropriate mitigation measures in relation to traffic and transportation during construction. Following appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed in relation to all potential impacts on traffic and transportation.</p>	

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3	Letter	1	We are worried about vibration from this traffic and how this could affect our property, and the dust and pollution it will also cause. We have huge concerns over this as currently our road is very quiet in terms of traffic flow from 7pm onwards in the evening until 7.30am in the mornings. We suggest a residents monitoring group to keep an eye on this.	<p>TII notes concerns in relation to your property as a result of traffic impacts. Please note that as your property is located approx. 400m away from the Construction Site, impacts such as vibration, dust, emissions and noise are unlikely as per study areas set out within Chapters 13 &amp; 16 of the EIAR which have assessed traffic impacts respectively. Appendix A9.5 STMP also outlined HGV haulage routes to Glasnevin. HGVs going towards the site will only join the R108 Botanic Road from Prospect Way and therefore will not pass your property. In relation to monitoring, the appointed Contractor will be required to undertake monitoring measures to ensure compliance throughout the duration of works. As detailed in Appendix A5.1 Outline CEMP, a Project Construction Traffic Forum will be established for local stakeholders to address any concerns regarding construction traffic.</p> <p>On a general note of impacts from traffic as a result of construction, the following paragraphs outline the general assessment done within the Glasnevin area and the respective mitigation measures that will be employed.</p> <p><b>Noise &amp; Vibration</b> Potential impacts associated with noise and vibration during the construction phase of the proposed Project are addressed in Chapter 13 (Airborne Noise &amp; Vibration) of the EIAR 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. Mitigation measures to reduce noise from construction traffic are limited to restricting speed limits, maintaining road surfaces and ensuring all vehicles are properly maintained. In addition, any coverings on construction vehicles will be securely fastened before leaving site to avoid excessive 'rattling'. Chapter 13, Section 13.5.2.6.9 notes that construction traffic noise impacts in this area are neutral to not significant based on the peak construction month in 2028.</p> <p><b>Air Quality</b> The EIAR has fully assessed the potential air quality impacts on the local population, (including dust and other air quality emissions impacts) and proposed mitigation measures in EIAR Chapter 16 (Air Quality) in relation to traffic. As detailed in EIAR Chapter 16 (Air Quality), the modelling of road traffic for impacts on human and ecological receptors has found no significant impacts that require mitigation measures with respect to the modelling of emissions. The Outline Construction Environmental Management Plan (Appendix A5.1 of the EIAR) 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.</p> <p>Chapter 16, Section 16.6.1 outlines mitigation measures that are generally required for the control of dust with respect to HGV movements on site and deliveries to/from the sitesuch as; * HGV traffic leaving site will pass through a wheel wash; * Publc roads outside the site will be regularly inspected for cleanliness and cleaned as necessary. If public roads are deemed to require additional cleaning where possible a suction device for road cleaning will be utilised which can access spaces around cars and other street furniture more effectively; and, * During movement of materials both on and off site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.</p>	

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4	Letter	1	We also would like to see a Community Fund is set up similar to the children's hospital fund.	<p>TII intends to establish a minimum of 3 local community liasons offices along the MetroLink Route. It is proposed to locate these offices in the city centre, Glasnevin and Swords Areas. The offices will be established at least 3 months prior to the commencement of Major Infrastructure works.</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"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options, including aspects of biodiversity.</li></ul> <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>	
5	Letter	1	We are also concerned about our house as a structure and it's safety in terms of moving foundations or subsidence during the tunnelling out under our property and afterwards.	<p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design.</p> <p>EIAR Appendix A5.17 Building Damage Report covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that property Ref B - 123, as one of the representative properties selected similar to your property, has been assessed as falling within the 'Negligible' category. 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. According to this Table, the Negligible damage category refers to hairline cracks.</p> <p>As your property is within the negligible category no further assessment beyond the Phase 2a Building Damage Assessment is required.</p> <p>Appendix A5.17 Appendix C contains the predicted settlement contour drawings. Sheet 22 of 30, drawing ML1-JAI-EIA-Rout_XX-DR-T-21142 refers to the tunnel alignment relevant to your property.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is 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 same may be attributable to the proposed Project, and subsequently to 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 swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p>	