

Submission No.			141	
Organisation Name or Name of Submitter			Jian Cheng and Family (residents - 164 Ballymun Road)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Jian Cheng				
1	Observations/ Concerns	1	We absolutely oppose to the proposal of construction of Glasnevin Metro station within the Metro link project along the Ballymun Road, in particular about the plan to construct the underground metro directly under my house on 164 Ballymun Road, Dublin 9. 1. There will be major disruption on this end of Ballymun Road, the project will severely effect residents on the main road and we'll all face major issues with accessing our properties, traffic disruption, noise, vibration, dirt and dust to mention a few.	Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below. We note your objection to Glasnevin Station but this is unsupported with any specific concerns for us to address as it is not adjacent to your property.
	Observations/		2. There is the Our Lady of Victories national school across road from my house, on normal days, the parents park their cars along footpath	As outlined in Chapter 9 of the EIAR, there will be additional traffic at Our Lady of Victories Schools during construction, however a Traffic Management Plan will be implemented to ensure that there are no significant impacts on students, parents and staff albeit with a restriction on the kerbside drop off.. All HGV movements will be managed in line with the measures with further details found in the Outline CEMP (Volume 5, Appendices, Chapter 5 (MetroLink Construction Phase) and Appendix A9.5, Section 2.5.2 to ensure that there are no accidents involving construction phase vehicles. These measures will include control of the movement of HGVs to and from the site during school drop off and pick up times. It should also be noted that during all phases of construction the pedestrian crossing between Our Lady of Victories church and the schools will be maintained to ensure safe access across the road. To minimise disruption, where practicable, construction work requiring short term disruption and road closures will be carried out when traffic volumes are lower, such as at night, at weekends and during school holidays (Section 9.7.1.2, EIAR Chapter 9). Appropriate traffic management and health and safety best practice will be adhered to during construction with public safety in mind with the pedestrian crossing maintained. These measures will cater to all vulnerable users including children. There will be a construction management team on-site for the duration of the Construction Phase who will ensure mitigation measures are implemented, and that construction impacts and nuisance are minimised. All construction work in connection with the proposed Project will be carried out in accordance with the CEMP (EIAR Appendix A5.1) and relevant health and safety legislation and best practice, with particular regard to: • Safety, Health and Welfare at Work Act, 2005;

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2	Observations/ Concerns	1	of both sides of the road during drop off and collection. The project will majorly disrupt these activities and create a major safety hazards for the parents, the children and the local residents.	<ul style="list-style-type: none">• Safety, Health and Welfare at Work (Construction) Regulations 2013; and• Other relevant Irish and EU safety legislation. As required by the Regulations, a Health and Safety Plan will be formulated which will address health and safety issues from the design stages through to completion of the construction and maintenance phases. The plan will be reviewed as the development progresses. A Project Supervisor Construction Stage will be appointed by TII and a Safety File prepared for the Construction Phase (Section 5.11, Chapter 5 (MetroLink Construction Phase)). Vulnerable road users such as pedestrians and cyclists will be prioritised for protection in the Scheme Traffic Management Plan. Temporary pathways will be installed where appropriate and provisions will be made to ensure access for the mobility impaired is maintained. For those who walk to Our Lady of Victories Schools the signalised pedestrian/toucan crossing outside of the front of the school will be retained during all works and will continue to allow safe access for pedestrians and vulnerable users. Cycle lanes will continue to be provided along the R108 (Section 9.6.1.2.4.3, Chapter 9 (Traffic & Transport)). The planning, testing and commissioning and operation of the proposed Project will be carried out in accordance with the Railway Safety Act 2005 and with consents and directions issued by the Commission for Railway Regulation under the Act. A safety management system and safety case will be in place for the operation of the proposed Project (Section 5.11, Chapter 5 (MetroLink Construction Phase)).
3	Observations/ Concerns	1	3. Then there is the relocation of all services (drainage, sewerage, electricity, water, gas) to the eastern side of Ballymun road before station construction even commences.	

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6	Observations/ Concerns	1	6. The construction will inevitably causing damage to our house as well as the long term structure effect on our property since the underground tunnel running directly underneath our house. Think about the noise, the vibration each time the metro passes through underneath.	<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 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>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that your property (AB07) has been assessed as falling within the 'Very Slight' category currently. 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. There is no predicted structural impact due to tunnelling nor the subsequent operation of MetroLink.</p> <p>Noise and Vibration Chapter 14 presents the assessment of groundborne noise and vibration impacts for both construction and operation phases. EIAR Appendix A14.5 Groundborne Noise and Vibration and Blasting Modelling Results presents the predicted noise and vibration levels during TBM passage and railway operation for various sensitive receptors, including 164 Ballymun Road. 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 building occupants during TBM passage. The predicted vibration for TBM Passage during the day and night are 0.255ms-1.75 (VDV day) and 0.214ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels of 1.0ms-1.75 (VDV day) and 0.5ms-1.75 (VDV night). These threshold levels have been established in relation to human response to vibration, and thresholds for building damage are much higher. As the predicted levels of vibration from TBM passage are below these thresholds then no impact from vibration during TBM passage is expected for this building. The predicted groundborne noise and vibration from mechanical excavation at Collins Avenue Station are also presented with groundborne noise predicted to be 29 dB LASmax, which is below the 40 dB LASmax threshold. The predicted vibration during mechanical excavation is 0.001 ms-1.75 V DV which is well below the VDV Threshold Levels of 0.8ms-1.75 VDV (day) and 0.4ms-1.75 VDV (night). There are therefore no adverse impacts predicted at this location during the mechanical excavation at Collins Avenue station.</p> <p>Unfortunately, there are no effective methods are available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows: • Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels. • TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</p> <p>During railway operation the predicted groundborne noise at 164 Ballymun Road is 31 dB LASmax, which is below the threshold level of 40 dB LASmax indicating no significant impact during railway operation. The predicted VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) during railway operation is 0.006 ms-1.75 (VDV day) and 0.003ms-1.75 (VDV night). Both of these values are well below the VDV Threshold Levels of 0.8ms-1.75 (VDV day) and 0.4ms-1.75 (VDV night) indicating no significant impact for the building or for residents of this address.</p>

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7	Observations/ Concerns	1	We cannot tolerate the noise, pollution and vibration that will be caused during the construction directly outside and underneath my house.	<p>Please refer to response item (6) above related to Groundborne Noise and Vibration.</p> <p><u>Airborne Noise and Vibration</u> The assessment of airborne noise and vibration during the construction of Collins Avenue Station includes the consideration of a number of receptors on Ballymun Road.</p> <p>Table 13.59 of Chapter 13 presents the unmitigated potential significant airborne noise impacts, which includes receptors with predicted Moderate to Significant, and Significant to Very Significant impacts during some of the work phases. Measures to mitigate noise are discussed in Section 13.6.1 and include the provision of 4m high boundary hoarding around works at Collins Avenue compound. Following the implementation of noise mitigation measures the magnitude of impact at 164 Ballymun Road is reduced to "Not Significant" as indicated in Pages 39 to 45 of EIAR Appendix 13.7 Construction Phase modelling.</p> <p>The Contractor will be required to set out noise mitigation measures in their Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1. Should an Enforceable Railway Order be granted, 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, 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>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented, if required. When the dust minimisation measures detailed in the mitigation section of EIAR Chapter 16 are implemented, fugitive emissions of dust or pollution from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. Thus, there will be no likely residual Construction Phase dust effects.</p>
8	Observations/ Concerns	1	We are also deeply fearful of the safety of our house due to tunnel being constructed directly underneath our house, we are even more fearful of the safety on ourselves day in and day out during the construction period that will last well beyond the 7-10 years that was estimated for this part of the project. I cannot accept that my children to grow up during their most vulnerable times on a construction site for best part of their youth.	<p>TII would like to reassure you that the impact on your house has been assessed and there are no structural safety issues due to either the construction or operation of MetroLink. TII intend to implement best practice with regard to the construction of MetroLink and a priority is to ensure the safety and security of all those impacted by the works. TII acknowledge that there is potential for significant environmental effects on the surrounding area to the proposed MetroLink station if not mitigated effectively. However, as detailed in relevant chapters of the EIAR, TII's assessment shows that it is possible to mitigate the potential impacts identified at this location during the construction period. Once the construction phase is completed, the location of a MetroLink station at Our Lady of Victories Church will provide significant positive benefits to the local community in terms of enhanced public transport provision, reduced traffic and the resultant improvements in the environment, with reduced noise and air quality pollution.</p>

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9	Observations/ Concerns	1	I am also deeply concerned in respect of hugely increased population footfall after the station being in place, in terms of anti-social behaviour etc. The local residents all firmly believe that the Metro Station should be redesigned and built within the Albert College Park instead of building a ventilation shaft.	<p>TII are keen to point out that once the construction phase is completed the location of a MetroLink station here will provide significant positive benefits to the local community in terms of enhanced public transport provision, reduced traffic and the resultant improvements in the environment, with reduced noise and air quality pollution.</p> <p>As outlined in section 7.7.10.7 of Chapter 7 of the EIAR the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed station location in front of Our Lady of Victories Church. This location for the station provides a number of advantages when compared to other options which are: (1) It allows the project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, allowing as it does for interchange between bus routes both on Collins Avenue and on Glasnevin road. A station location further south at the northern section of Albert College Park would not allow for this interchange potential as there would be over 500m separating potential bus stop locations and the MetroLink station.</p> <p>(2) The proposed Collins Avenue station would have a significant catchment area and analysis undertaken leading to the EPR identified that this route option had the highest potential passenger numbers when compared with other route options.</p> <p>(3) During the construction phase, the location of a station within the frontage to Our Lady of Victories means that traffic disruption would be reduced when compared to the location of a station within the road corridor (partially or fully).</p> <p>Regarding anti-social behaviour, as presented in the EIAR Chapter 6, MetroLink Operations and Maintenance, one of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour, 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. Subject to data protection impact assessment and compliance with the General Data Protection Regulation (GDPR) 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. The station will be designed with safety and security in mind and as a core design principle.</p>
10	Observations/ Concerns	1	We as a family had been extremely stressful about the planning proposal, we believe the current planed project will make our lives a living nightmare, essentially making our current location an inhabitable environment. We are pleading with the authority to reject the current planning proposal and order TII to redesign their planning please.	Refer to response (8).