

Submission No.			171	
Organisation Name or Name of Submitter			Lorraine Rooney (resident - 8 Saint Teresa's Place, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Intended Application by the NRA (Operating as TII Ireland) for te Railway (MetroLink Estuary to Charlemont via Dublin Airport) order (2022)				
1	Letter	1	I do not feel that this €50.00 fee should apply on a local level due to the nature and extent of the build. TII, An Bord Pleanála and the stakeholders are not taking into account that local residents are giving over the land in question without any meaningful exchange from any parties involved, including local representatives with regard to the extent, size and duration of this project. As per an entry of in the Law Society Gazette 31/01/2022 the total spend on this project is 88.1m since 2016. In this instance giving the fact that this amount of money can be spent on a project that has not even begun this fee should have been waived.	The application of the fee is a matter for ABP.
2	Communication from TII to local residents	1	TII have not been transparent throughout the planning process of this proposed project. There has been no effort to bring communities on board since the consultations held in March 2019. These were a PR exercise that failed to meet the needs of the areas that will be subjected to huge disruption caused by this mega construction project. The stakeholders do not seem to have any interest in consenting local communities to have any input into the process, addressing genuine concerns about the route, the loss of green spaces, closing off sections of local amenities, and design of stations. There should have been meetings specific to each area, like the Prospect ACA, GADRA, IDRA, D7 Allianz to name but a few. As a result of the change of the date for submission this shows that there is ineptitude within TII as how a large tract of documentation for a railway order of this size was omitted is beyond belief.	<p>Chapter 8 (Consultation) presents an overview of all stakeholder and public consultation undertaken to inform the development of the MetroLink project. Consultation was undertaken throughout the project development, including but not limited to the Emerging Preferred Route (EPR) Consultation, Environmental Impact Assessment (EIA) Scoping Consultation, Preferred Route Public Consultation and the Albert College Park Local Area Consultation.</p> <p>As noted, early and continuous public participation has influenced the design and development of the MetroLink project. The MetroLink Project Team has responded to the submissions and feedback received during the above-mentioned non-statutory consultation periods. The MetroLink Project Team has at all times endeavoured to ensure the widest possible access for the public, stakeholders and landowners to information about the project at all stages of its pre-planning development.</p> <p>As detailed in Appendix A8.19 Meetings Register, numerous meetings have been held with GADRA, Prospect ACA and District 7 Community Alliance, with dates provided for evidence.</p> <p>The consultation period was extended to allow for review of an inadvertently ommitted document. The document was part of a larger complilation of documents in appendices, and was not intentionally omitted.</p>
3	Provision of Detail	1 and 2	Provision of detail in lay terms is non-existent, it is scant to say the least. There is a wealth of technical detail in the various on-line reports. This involved many hours of trawling through different reports which is arduous and time consuming especially when there was such a tight deadline for the railway order. The stakeholders had all this knowledge well in advance of the deadline, giving them the advantage. And from meeting with the various groups the prospect ACA have liaised with this was the general consensus. That the stakeholders held the advantage and local representatives were not dealing with constituents concerns. I also believe that RINA are only completing their independent report so this railway order should not be going through until this report has been looked at in greater detail.	<p>The EIA process has been undertaken in line with the EIA Directive, based on the guidance presented in the Environmental Protection Agency (EPA) 'Guidelines on the Information to be contained in EIARs' (EPA, 2022) and other relevant guidance.</p> <p>The Non-Technical Summary of the EIAR for the proposed MetroLink Project is provided in Volume 1 of the Railway Order. This document summarises in non-technical language the EIAR, including the likely significant effects identified, the mitigation and monitoring measures proposed, as well as any residual effects arising from MetroLink that have been identified during the Construction and Operational Phases to inform the planning consent process.</p> <p>Please refer to response item (2) above in relation to the engagement with local stakeholders in this area.</p> <p>TII confirm that the RINA report was issued to resident groups on the 9th November and 23rd December 2022.</p>

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4	Monitoring of Foundations	2	<p>The properties along this section of the route have the standard foundations which would attributed to a property build over 100 years ago. The house is sitting on boulder clay and monitoring must be carried out to the highest standard. This ACA area is referenced in the documentation but no studies appear to have been completed. Foundations under these homes, would realistically be effected by vibration and changes to the water table. "<i>Areas of Architectural Conservation (ACAs) like Prospect Square, De Courcey Square and environs must be treated with great care and sensitivity and the residents and the Local Authority consulted at every stage of development</i>". Above is has been taken from a TII report.</p>	<p>EIAR Appendix A5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The settlement contours are presented in Appendix A5.17 Building Damage Report showing that 8 Saint Teresa Place is outside the 1mm contour and therefore is not impacted due to ground movement associated with MetroLink.</p> <p>Additionally a programme of area ground movement monitoring will be implemented, with the monitoring locations informed by further analysis to be undertaken during the detailed design stage. Refer to EIAR Chapter 5 generally and specifically section 5.4.1.</p> <p>TII reaffirm that the local geological and hydrogeological conditions were considered during the settlement assessment. Refer to Appendix 5.17 and Chapter 20 Soils and Geology.</p> <p>With regard to goundborne vibration, the calculated vibration levels from Mechanical Excavation and TBM Passage are below the threshold for structural damage for any building type. Refer to Chapter 14 Groundborne Noise and Vibration.</p>
5	Monitoring of Foundations	2	<p>An in-depth ground movement study must take place, and residents need to be involved throughout this process. There is a query over the 30M zone, which has been moved down from 50M. There is no way of predicting a zone for any property, as properties with varying ages, size, builds will all react differently to vibration. The distance of the zone may need to be irregular depending on the settlement calculations done for each building. International standards must be adhered to and be contractually imposed to the contractor. No consultation has taken place with prospect ACA as a group to alleviate concerns about the close proximity of properties to the tunnel, or properties directly over the bore.</p>	<p>Please refer to response item (4) above in relation to the ground movement assessment at your property. A full settlement assessment has been undertaken and presented in Appendix A5.17 Building Damage Report. The contours show the buildings potentially impacted by ground movement and assessed. The contours are calculated and not building specific, only buildings within the 1mm contour are potentially impacted. Your property is outside this zone.</p> <p>A programme of area ground movement monitoring will be implemented, with the monitoring locations informed by further analysis to be undertaken during the detailed design stage.</p> <p>Please refer to response item (2) in relation to the engagement with local stakeholders such as Prospect ACA.</p>
6	Blast Risk Management	2	<p>Risk management in blasting work is increasingly becoming more challenging as work inevitably occurs in more populated areas. Not only is the work closer to people and structures, but concern about blasting effects on utilities are also increasing. Sometimes it is possible to use mechanical methods to excavate rock, but these are slower, costly, and may still have vibration issues. Regardless of the scale of the blasting work, sometimes engineers and contractors underestimate the importance of preparing blasting controls and public relations programs. The consequences of this are often severe. There is limited information of the duration of blasting that will be required for the station area, will this be a duration of days, weeks. Advice we have been given that there could possibly be one blast per day going on for several weeks.</p> <p>Can information be provided in depth on the possible vibration effects of such a procedure? How will the buildings that are protected structures dotted around this section be managed during this work. All blasting projects— large or small— occurring near any concerned neighbours, require some level of public relations work. The level of this public relations (PR) work is a function of the blasting duration, timing, and the level of concern by the neighbours. The public should not be ignored and should be allowed a meeting to discuss their concerns over blasting close to their homes and the canal.</p>	<p>As presented in Chapter 14 (Groundborne Noise and Vibration) and Figure 14.4 Blasting Contours of PPV, no blasting activities will take place at Glasnevin Station and as a result no impact on the buildings will arise.</p> <p>In the cases where blasting will be used (at other station locations) mitigation measures will include a series of controls to reduce groundborne noise and vibration to acceptable levels, these include the following points:</p> <ul style="list-style-type: none">• Blasting will only take place at defined discrete times (maximum of two per day) during the daytime.• Suitable advanced warning will be given to anyone who may experience noise or vibration.• Vibration from each blast will be monitored to enable blasting parameters to be optimised and to ensure that damaging levels of vibration are not reached.• If necessary, alternative chemical or hydraulic splitting methods will be used. <p>Please refer to response item (2) above in relation to the engagement with local stakeholders in this area.</p>

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7	Subsidence	3	<p>As this is a terraced street, where there is the potential for movement of the boulder clay. It is very possible one weaker structure on the terrace could negatively impact all the properties and cause issues with subsidence/cracking/issues with doors windows/roof/drains, or more serious damage there does not appear to have been any impact study done in this instance.</p> <p>There seems to be discrepancies regarding the zone of inclusion, some residents received information that the zone was 50m, TII reports now have a 30M zone, another householder has been advised that if one of the properties on a terrace falls into zone of inclusion should a property become effected as a result of ground movement the whole terrace/street will be covered. This zone should be extended much further due to the building layout of the area and the interconnection of many of the properties. There is one property in particular on the junction of DeCourcey Square and Prospect road that is noticeably subsiding which gives a clear indication that there is movement in the ground below this area. This happens to be close to an underground source of water which would indicate a full investigation of the quality of the boulder clay/substrata is required.</p>	<p>As stated above in response items (4) and (5) an assessment of impacts of construction generated ground movements and settlement on properties was undertaken with the results presented in Appendix A5.17.</p> <p>As presented in Chapter 20 (Soils and Geology), a geotechnical survey (including investigation boreholes) has been undertaken along the MetroLink route. Details regarding the geotechnical conditions were used for impact assessment of the construction works impact.</p> <p>In the area you refer to, two boreholes were made, NBH 213 and ABH35, at depth of 31 and 29 meter respectively with the resulting geological cross section being presented in Appendix A20.9 Geological Cross Sections.</p> <p>For the Phase 1 survey for the damage report, a zone of influence of the tunnel and other works was taken as 30m width on either side of the tunnel plus half the tunnel diameter. This is equivalent to a 45-degree influence line from the tunnel axis level at a depth of 30m. Please also refer to Item (4). Your property is outside the 1mm contour and unimpacted due to tunnelling induced ground movement. Additionally no buildings in the vicinity are assessed to suffer any structural issues due to MetroLink - i.e. no building is predicted to have greater than "Slight" damage. Please refer to Appendix A5.17 for details of the damage categorisation.</p>
8	Insurance	3	<p>If this type of damage occurs what is the plan if the property has to be vacated for a period of time if remedial work needs to be carried out. As with the current situation and the housing shortage there would not be a viable alternative to house people. Also there would need to be an assurance that all contents in the house needed to be adequately insured in the event the damage necessitates the vacation of the home. There is no clarity as to how private Home Insurance Policies will operate, how do TII/stakeholders propose indemnifying the house and contents for this period of time.</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 & Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/ , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>In cases where parts of properties are occupied, access to the remaining unoccupied parts will be maintained, where it is possible and safe to do so. Protection such as hoarding will be used to ensure that the boundary of any construction site will be maintained, and damage would not occur outside of this boundary. Where damage could not be avoided, it would be repaired.</p> <p>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>Property owners will continue to be responsible for notifying their insurance provider, of any change in circumstance, which may impact their policy. TII do not a expect there to be any adverse impact on the insurability of residential properties arising from MetroLink.</p>

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9	Speed of Remedial Work	3	How quickly would TII address the issues, in the event of damage would this immediately be assessed and repaired.	<p>Please note that your property is outside the 1mm contour. As presented in Chapter 11 (Population and Land Use), 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. Condition surveys to be undertaken will take the form of:</p> <ul style="list-style-type: none">• Pre-works condition surveys;• Interim-works condition surveys (if required);• Interim-works condition surveys (post repair works) (if required); and• Post-works condition surveys. <p>The nominated panel surveyor will contact the property owner directly and agree a mutually convenient time to carry out an internal and external pre-works condition survey on the owner’s property.</p> <p>The panel surveyor shall ensure the survey is carried out prior to construction work commencing following instruction from the proposed Project team. After the completion of the proposed Project works in the vicinity of a particular property, the property owner will be sent a letter by the proposed Project team advising that the proposed Project works have concluded and inviting them to allow a post-works condition survey to be carried out. Please refer to the POPs as noted above in Item 8.</p> <p>The same panel surveyor that carried out the pre-works condition survey, shall carry out the post-works condition survey to facilitate comparison of the property condition pre and post construction unless the property owner objects with good reason.</p> <p>Interim-works condition surveys may be instructed by the proposed Project team where there is a particular concern that a property has been damaged by the proposed Project works and where such an interim-works condition survey might mitigate future loss. It should be noted that where repair works are identified as required by an interim-works condition survey, a separate Repair Recommendation Report shall be provided. Following the repairs being carried out, a further interim-works condition survey (post repair works) shall be carried out by the panel surveyor. All condition survey reports will be issued by the panel surveyor to the property owner and the TII representative by post and email respectively on the same day. The property owner may submit an application to the POPS to have their property rectified where a survey report by the panel surveyor outlined in a Repair Recommendation Report identifies defects:</p> <ul style="list-style-type: none">• which have been caused to the property as a result of the proposed Project works; and• for which the estimated cost of rectification will not exceed €45,000.00 excluding VAT. <p>This is detailed in section 11.6.1.1 of EIAR Chapter 11 (Population and Land Use).</p>
10	Timeframe	3	The timeframe of the tunnelling close to this particular street and how far the vibration is expected to radiate from the bore sight.	<p>The possible impact of noise and vibration from TBM Passage only relates to impact on residents as the calculated vibration levels from Mechanical Excavation and TBM Passage are below the threshold for structural damage for any building type. Refer to Chapter 14 Groundborne Noise and Vibration.</p> <p>The duration of this impact from TBM Passage will be in the order of up to two weeks as the TBM passes. TII will liaise with residents to ensure the timing of these impacts are known.</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:</p> <ul style="list-style-type: none">• 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).

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11	Depth of Tunnel	3	The tunnel from ground to top level will be 15 metres. This is just short of 50ft which is not deep. The average depth of the underground in London is 24 metres, which would equate to 78ft.	The depth of the tunnel is suffcient and all assessments have been based on this depth. The assessments presented in Appendix 5.17 confirm the suitability of the alignment. Please refer to response item (4) and (5) above in relation to the assessment of the impact of ground construction activities at your property.
12	Drains & Water Table	3	There are several underground drains/culverts one that appears to run down the centre of St. Teresa's Place as on occasion the small drains have discharged water when there is excessive rain and the manhole cover at junction of Prospect Road and St. Teresa's place has lifted on occasion. In exceptionally heavy rain there is a channel of water running down each side of the street as there in an incline heading towards Botanic Road. Drains need adequate monitoring to ensure that no effluent is running into the surrounding ground.	<p>The impact on water systems has been assessed and is presented in Chapter 18 (Hydrology) of the EIAR. As set out in Section 18.2.1 appropriate measures have been incorporated into the design of the proposed Project to avoid impacts where possible. Stringent mitigation measures are proposed and include for the management of the water regime within the vicinity of the Project as well as control of potential polluting activities associated with the Construction Phase. Refer to the Outline CEMP in Appendix 5.1 of the EIAR for proposed environmental mitigation measures.</p> <p>As noted, the contractor will produce a Water Management Plan that includes the objectives and information described in EIAR Appendix A5.1 which includes detail on the following:</p> <ul style="list-style-type: none">* The activities requiring water and the anticipated peak water demand for each site;* Where the water for each site will be sourced;* Strategies for minimising water use;* Strategies or conserving water;* Treatment of wastewater; and,* The means of disposal of wastewater. <p>Under no circumstances will treated water be discharged to a watercourse without the respective water quality meeting the statutory limits as set out under the relevant EU Environmental Objectives for surface water.</p> <p>Detailed monitoring requirements will depend on discharge permit agreements put in place prior to any works commencing. The installation of continuous monitoring equipment may be required as part of the temporary discharge permit and/or license. This would include the installation field monitoring probes connected to telemetry system to continuously monitor parameters such as temperature, pH, TOC (Total Organic Carbon), total suspended soils (TSS), total disolved solids (TDS) and EC (Electrical Conductivity).</p>

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13	Station Building	4	<p>The building in the drawings does not enhance this area rather it detracts from what has the potential to be developed into a thriving business area, it is not in keeping with any of the local architecture. A building should grab people's attention, and become something that the community are proud of, are able to use as more than a station. This needs much more development as the Brian Boru is a landmark for anyone visiting the area with links to James Joyce's Ulysses, the mural on the side alone is something particular to the area. The station name is also very generic, and it if historic building are proposed for demolition there should be something kept in the memory banks, name the station the Brian Boru or similar. No one refers to this part of the city as Glasnevin it has been called Harts Corner since the 1920's when the Hearts Building was constructed. Is it the policy for large building projects to eliminate all connection with the previous history of an area?</p> <p>There is the possibility of a James Joyce Museum to be integrated into this building.</p> <p>This is a quote from document metrolink-concept-engineering-design-report.pdf. I fail to see where any of this has been incorporated in the station proposal for Glasnevin North.</p>	<p>TII disagree and believe the commissioning of internatially 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. Where feasible, the station concourse is 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>The Project will deliver a robust and authentic design with a strong metropolitan identity, unique and sympathetic to Dublin. Concepts such as singular station volumes, use of natural light, intuitive wayfinding, robust and long-lasting materials, and contextual placemaking will be followed through all stages of development and construction, combining to form the very best in architectural vision.</p> <p>The 'Materials Palette' that has also been included with the Railway Order application further confirms the 'MetroLink Design Vision Principles', including the principle of achieving a 'Sense of Place' that reflects the local area, that are appropriate to the City, and the local context / character. Please refer to EIAR Chater 4.</p> <p>Unfortunately, due to the available land, combined with the construction challenges associated with providing this complex multi-modal interchange station that will deliver significant transport benefits by nature of its connectivity, there is no means of retaining the Brian Boru pub. TII acknowledge this is a significant impact.</p> <p>Before proposing the demolition of the Brian Boru pub, TII did carefully examine the alternative of locating a station at Drumcondra rather than Glasnevin as reported by EIAR Chapter 7, Consideration of Alternatives, section 7.6.5. Both options would require demolition of buildings with potential for significant impacts on architectural heritage, however, once the construction is complete, the proposed station location at Glasnevin offers a much better interchange station location for passengers, a key Project objective of MetroLink.</p> <p>The station is named Glasnevin Station for the purpose of the Railway Order Application. There are no current plans to change its name. The impacts of the Glasnevin works have been assessed and reported in the EIAR in Books 1 -4 of Volume 3. The Brian Boru pub will be recorded by means of photography and written description to English Heritage Level 3 standard prior to demolition. Please refer to Chapter 25 Archaeological and Cultural Heritage and Chapter 26 Architectural Heritage.</p> <p>A James Joyce Museum is not part of the Railway Order application.</p>

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14	Steering and Monitoring Group	4	A steering group needs to be set up; as there has to be a direct connection between the project developers with the local community and the residents, this has not been discussed. There needs to be full accountability and transparency. As we are to have to deal with a huge building project both underneath our homes and at a section of the community where our GP practice is and our chemists, what is the proposal if in the event of the station build these services have to be relocated.	<p>Please refer to response item (2) in relation to the egagement that has been undertaken with local stakeholders in this area.</p> <p>As noted 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 be responsible for putting in place a Stakeholder Communications Plan which will be developed under the consent of a designated Public Liaison Officer appointed by TII. This plan will provide a two-way mechanism for members of the public to communicate with a designated member of the contractor(s)'s staff and for the contractor(s) to communicate important information on various aspects of the proposed Project to the general public.</p> <p>Regarding Prospect Medical Centre, this building is not on the list of demolition required for the construction of the Glasnevin Station. Additionally, during the construction of the station, pedestrian access to the Prospect Medical Centre will be assured at all times as presented in Appendix A9.5 Scheme Traffic Management Plan and the noise and vibration levels for Prospect Medical Centre (as presented in Appendix A14.5) will be below the threshold values thus a temporary relocation will not be necessary.</p>
15	Community Fund	4	A fund needs to be set up for the local community as this area has no community hall, no facilities for residents to have community groups/functions/meetings and this should be incorporated into the new station. The proposed station building can easily accommodate commuters and residents. It is important that something is given back to the community as we are giving a huge amount, from having the potential of property damage, to the problems that may be caused commuting to the city centre and the effect it will have on local amenities/services especially for the elderly person.	<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> <p>As detailed in Chapter 3 (Background to the MetroLink Project), MetroLink will contribue to addressing challenges of compact growth, sustainable mobility, enhanced regional connectivity, enhanced international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximising sustainability gains, strong economy supported by enterprise innovation skills, access to quality childcare, education and health services and stenghtened rural economies and communities.</p>

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16	Employment Prospects	5	How many employees do the shareholders envisage in this large station, what way will security be monitored throughout the station and the large plaza planned for this tract of land. Unmanned zones like this are a mecca for anti-social behaviour especially at night. How safe would people feel in an unmanned station and if there is an incident how quickly can this be addressed, as in a medical emergency, assault, train incident as you have in London with people stepping/falling out on front of trains. People like to feel safe in stations, especially at night so I do not envisage any station in Dublin feeling safe without a security service/garda presence.	<p>The numbers of staff required to operate MetroLink have been estimated in order to design the facilities required at Dardistown Depot, including the Operational Control Centre, at the stations, Estuary Park and Ride, and other installations. The staffing numbers are presented in EIAR Chapter 6 MetroLink Operations and Maintenance and specifically section 6.11.However, the actual workforce will be determined some years into the future by the operator of the proposed Project, who has not been appointed at this stage.</p> <p>As presented in Chapter 6 (MetroLink Operations & Maintenance) while the supervision, control and surveillance of the stations will largely be carried out from the OCC (Operational Control Centre), some tasks will be performed within the stations themselves. Staff directed to the stations would be able to supervise and operate various systems from the station control room such as, the operation of escalators and lifts, lighting, PSDs (Platform Screen Doors), ticket vending machines, video surveillance, attend to help points, make announcements over the public address system, and fire detection and firefighting. Station staff may be required to sort out incidents, for example, rescuing passengers from lifts and restarting the lifts and opening and closing the PSDs. Refer to EIAR Chapter 6.</p> <p>The staff working at the OCC will be responsible for supervising the service, train management, power supply, customer support and security. In the event of an incident, they will be able to direct the response through controlling aspects of the train service (such as opening and closing train doors, and controlling lifts and escalators), monitor events through CCTV (Closed Circuit Television) in the stations and on the trains, respond to fire detection systems and anti-intrusion alarms, direct staff working at the stations and present on the trains to mobilise to the incident site, and liaise with the emergency services.</p> <p>At each station there will be a station incident room, which will be unattended during normal operation. The station incident room can be staffed locally to operate and control station systems, including associated sections of tunnel, without connection to the OCC during any emergencies or incidents.</p> <p>In case of an incident the protocol for the evacuation of the station includes: (Section 6.6.5 of Chapter 6 refers)</p> <ul style="list-style-type: none">• Release of security-controlled doors to facilitate evacuation from the station e.g. unlocking accesses and the doors to the technical rooms in the BOH (Back of House);• Escalators operating in the opposite direction to the egress will be smooth stopped;• The PAVA (Public Address and Voice Alarm) system will broadcast pre-recorded messages to guide the evacuation and ask passengers to keep calm;• Any equipment which can interfere audibly or visually with the alarm will be deactivated;• All lights will be forced upwards;• All emergency lighting will be activated to provide maximum visibility for evacuation; and• MetroLink operational personnel will be moved to the affected station to guide and supervise the evacuation. <p>If the incident is due to a fire in the station, then additional automatic procedures are:</p> <ul style="list-style-type: none">• Immediate notification to the emergency services;• Activating visual and audible alarms;• Activation of the gas extinguishing system if the fire starts in a technical room equipped with this feature;• The sprinkler system will be activated in the area where the fire has been detected;• Normal HVAC (Heating, Ventilation and Air Conditioning) operation will be stopped except in the technical rooms;• The emergency smoke exhaust system inside the station will be activated; and• The over-pressure system in the emergency stairs will be activated to keep them smoke-free. <p>The proposed project has been designed to prevent access to the track, including the installation of Platform Screen Doors (PSDs) at all stations and security fencing around the surface sections of the alignment. Unauthorised access will be monitored by CCTV placed at key locations and via the Access Control and Intrusion Detection system (ACID). EIAR Chapter 6 refers</p>

Submission No.			171	
Organisation Name or Name of Submitter			Lorraine Rooney (resident - 8 Saint Teresa's Place, Glasnevin)	
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				<p>locations and via the Access Control and Intrusion Detection System (ACID). EIAR Chapter 6 refers.</p> <p>The proposed Project requires command and control systems to operate the train service in a safe, efficient and reliable manner. These systems provide remote control and monitoring of the stations and trains, voice and data communications, information to passengers and the security to ensure safe operation.</p>
17	Summary	5	So it is not just some old house to me, this street has witnessed the history of the area and has serviced many families since it was first built. It is not acceptable to put people in a situation that the house was so badly damaged it is deemed not fit for purpose what is the alternative proposed by the stakeholders in such a situation.	<p>Please refer to response items (4), (5), (6), (7) above in relation to the assessment of construction generated ground movements and settlement.</p> <p>Please refer to response item (8) in relation to the proposed compensation offered by TII.</p>
18	Summary	5	If we are to have a thriving area that people want to live in and visit we need to start to respect and appreciate our architecture which is considerably better and more durable than buildings that are going up today. They have a character that is an essential part of Dublin as a city and to allow a project to go ahead that may allow the demolition of some protected buildings and damage others is total lack of foresight on behalf of TII/Dublin City Council/other bodies involved with this project.	<p>Please refer to response item (13) above in relation to the architectural design of te stations. TII's commitment to preserving Architectural Heritage is outlined in EIAR Chapter 26. As detailed, a Project Conservation Architect has been engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the Project Conservation Architect (PCA) will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints. The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement required preservation of in situ works.</p>
19	Summary	5	I do not believe that this metro will provide the income to cover the cost of building for decades to come and is another wasteful project that will take years to pay dividends.	<p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p>
20	Summary	5	There is also a total lack of communication from TII, a refusal to engage with the residents who are actually granting them permission to proceed, there is a huge displeasure within the area with the way TII/stakeholders and local representatives did not engage with residents. But this seems to be a standard procedure with these large construction projects which is a sad indictment for both our large infrastructure agencies and our local elected representatives.	<p>TII disagree that there has been a total lack of communication and engagement with residents. Please refer to response item (2) above in relation to the engagement with local stakeholders including residents associations. Dates and details of these meetings have been presented in Appendix A8.19 Meetings Register.</p>