

Submission No.			176	
Organisation Name or Name of Submitter			Margaret Morrissey (22 The Court, Dalcassian Downs, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Building Transport Hub at Glasnevin				
1	Letter	1	Building Transport Hub at Glasnevin: 1. Building 7 meter hoarding a few meters from main door of block.	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.
2	Letter	1	2. Going under block – so noise, vibration, and possible damage to same.	<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, with the implementation of appropriate mitigation measures.</p> <p><u>Construction Phase – Airborne Noise and Vibration</u> 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 receptors for 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. Where residual construction noise levels at The Court Apartments, Dalcassian Downs remain above the trigger values, application of TII Airborne and Groundborne Noise Mitigation Policy will be implemented where eligibility has been established.</p> <p><u>Construction Phase – Groundborne Noise and Vibration</u> 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 Groundborne 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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			Response (2) continued.	<p><u>Construction Generated Ground Movements</u></p> <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>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The results of the assessment provided in Table 5.4 shows that your property Ref AB-19 B-157a has been assessed as falling within the 'Very Slight' category of damage. 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 Very Slight damage category refers to fine cracks easily treated during normal redecoration, with perhaps isolated slight fracture in building. As your property is within the Very Slight category, it will be subject to a further assessment by the Damage and Buildings contractor as part of the Phase 2b assessment.</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>
3	Letter	1	3. Access to home.	<p>Chapter 5 of the EIAR (MetroLink Construction Phase) explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with DCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>During the Main Works for Glasnevin Station, no road closures or general traffic lane reductions are required, as noted in section 7.6.6.3 of Appendix A9.5 Scheme Traffic Management Plan. During the Enabling Works for Glasnevin Station, 90m of bus lane on Prospect Road northbound will be removed, with priority given to pedestrians, however there is no impact to local access in this area. In the general vicinity, local access to Royal Canal Way will be restricted however a diversion will be provided to maintain access to Coke Oven Cottages.</p> <p>As outlined in Appendix A5.1 Outline Construction Environmental Management Plan - CEMP, the appointed contactor(s) are required to implement the measures in relation to traffic and transportation during construction. Following the 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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4	Letter	1	4. Rodent control.	<p>As detailed in Chapter 10 (Human Health), rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE) when handling infected animals are important actions for prevention of Leptospirosis (or Weil’s Disease).</p> <p>While rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. With the rodent control policies in place, it is possible that there will be a reduction in the level of rodents and the subsequent risk associated with Leptospirosis.</p> <p>As there will not be an increase in vermin numbers and more likely a decrease because of vermin control measures, there will be no increase in vermin transmitted disease over and no significant adverse effect on human health.</p>
5	Letter	1	5. Parking for cars.	<p>Please refer to response above (3) related to the Traffic management during the Construction Phase and maintained access to your property.</p> <p>Temporary management measures have been developed to minimize the impact on parking and loading. Site specific mitigation measures will be developed through consultation with stakeholders, including local authorities, residents and business owners. These impacts will be monitored throughout the Construction Phase to assess if any disrupted bays can be reinstated. Prior to commencement, all traffic management plans will be presented to DCC and local stakeholders to minimise the severity of impacts to affected road users. A Project Construction Traffic Forum will also be established allowing affected residents and stakeholders to raise any concerns around traffic management in the area.</p> <p>All staff and workforce will be encouraged to make their way to site and home from site by public transport, by project specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominated contractor(s) may provide a transfer pick-up and drop-off service from suitable public transport hubs, therefore not creating additional demand on the existing car parking in the area.</p>
6	Letter	1	6. Building to take 6-8 years!!	<p>As detailed in EIAR Chapter 5 (MetroLink Construction Phase) the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner. Standard working hours will be complied with in the majority of cases, however 24/7 working is required in some instances at Glasnevin to maintain the construction programme.</p> <p>Please refer to response items (1)-(4) in relation to the predicted impacts in the vicinity of your property during the construction phase and associated mitigation measures.</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>

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7	Letter	1	There is already planning for Drumcondra which has a higher footfall with Mater Hospital, Croke Park, Teacher Training College and DCU so why change the new route.	<p>EIAR Chapter 7 (Consideration of Alternatives) presents the decision-making process that has led to the proposed Project, including the selection of Glasnevin Station instead of Drumcondra. The choice of a station location at either Drumcondra or Glasnevin has been considered in the context of the achievement of the Transport Strategy for the GDA, having particular regard to maximising the interchange opportunities between different services and to provide fast and convenient access to major transport destinations such as Dublin City Centre and Dublin Airport. It is considered that the provision of a station at Glasnevin will better meet the requirements of the Transport Strategy for the GDA for the following reasons:</p> <p>*It will facilitate a seamless transfer/interchange with both the Maynooth (Western Commuter Line) and the Kildare railway line (South-Western Commuter Line) because the Phoenix Park Tunnel and Maynooth lines are at their closest point horizontally and vertically at Glasnevin, thereby providing the opportunity for a MetroLink station to capture transfer to and from these lines more effectively than at Drumcondra;</p> <p>* The Glasnevin location also facilitates the construction of an integrated metro station as the two heavy rail lines are beneath the existing ground level, making it possible to connect via an underground concourse to all three rails in a short plan distance. At Drumcondra, the connection to both lines would require a connection of approximately 100m with more significant vertical connections between the two lines also required.</p> <p>* Improved journey times via Glasnevin than Drumcondra, offering the opportunity to transfer sooner from heavy rail.</p> <p>* Route options serving Glasnevin are forecast to have approximately 6,000 additional passengers per day when compared to an interchange station at Drumcondra. This is largely due to the increased opportunity to interchange at Glasnevin.</p>