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| Submission No.   |              |          | 193   |  |
| Organisation Name or Name of Submitter   |              |          | Michael Quinn (resident - 20 Saint Teresa's Place, 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 - 20 Saint Teresa's Place, Glasnevin |              |          |   |  |
| 1  | Letter       | 1        | <p>Having been a resident of the area since 1984 I am objecting on the strongest possible grounds to the proposed works that could be involved if the project were to go ahead in its current format.</p> <p>One of the many reasons that I have remained living in the area and in such a contended manner is because of the importance of the local community to me. The area has always been a vibrant place to live that is welcoming in equal terms to both strangers and locals.</p> <p>The environs of Phibsboro and Glasnevin could be described as being multi-cultural and self- supporting in many ways. The sporting facilities available to those of that age with an interest in same are numerous and very well used.</p> <p>Living here we have free access to the second largest green space (Glasnevin Cemetery and The National Botanic Gardens) in Dublin. This feature has and continues to be a major attraction to me.</p> <p>I believe that the work that would be involved in creating Glasnevin Station at Cross Guns Bridge would have a major impact on the infrastructure and fabric of this quiet, low profile and well established residential area.</p> | <p>TII wish to thank you for your submission and understand the concerns you may have around the construction of Glasnevin Station. We have reviewed the submission and provided a response below in relation to impacts that are anticipated in your residential area.</p> <p>Your broad concerns of potential impacts of the Project on the local community are noted. While regrettable, where impacts of significance do occur, these are mitigated through the EIAR, with details provided further in this response below. Access to the local green space amenity referred to in your response is unaffected by the Project. Where sporting facilities have been impacted, alternatives have been considered in the EIAR planning, as referred to in Chapter 21, section 21.6.1.5 Protection of Sports and Leisure Facilities.</p> <p>The benefits of the Project locally, such as improved air quality, the stimulation of economic activity and the enhancement of amenity around Glasnevin, as with other proposed stations of the MetroLink and the city of Dublin generally, is provided in EIAR Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges.</p> <p><b>Station Construction:</b><br/>The EIAR Chapter 5: MetroLink Construction Phase, Appendix A5.5. Glasnevin Construction Report describes the sequencing and methodology required to construct the proposed Glasnevin Station. TII recognise that the Glasnevin Station development is a complex project with key interfaces with other infrastructure stakeholders and is proposed to be located in proximity to residential areas. However, appropriate mitigations have been proposed to minimise the impact of the construction works as much as practicable within the local environment.</p> <p>The programme for the construction of the proposed Project has been optimised to minimise the duration (102 months) of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional. Due to the construction of the station and the two commuter platforms for Iarnród Éireann, there is a requirement to modify the track layout and alignment at Glasnevin, which involves lowering a large section of the track by circa 2m and modification to the existing junction. A coordinated approach for the track lowering is proposed to avoid closing both railways at the same time for the station construction works, in order to minimise the severity of the impact. Following consultation with Iarnród Éireann, closure of the Sligo/Maynooth (MGWR) line for a period of 21 months is proposed, reopening before the immediate closure of the Newbridge/Hazelhatch (GWSR) line for 5 months. For further information, refer to the EIAR Chapter 5: MetroLink Construction Phase, Appendix A5.2 Construction Programme and Appendix A5.3 Construction Sequence Report (section 8.7. Glasnevin).</p> <p><b>Working Hours:</b><br/>As presented in EIAR Chapter 5, Section 5.2.4 Working Hours, the majority of works will be done during standard working hours, from 07:00hrs to 19:00hrs on weekdays (excluding Bank and Public Holidays) and from 07:00hrs to 13:00hrs on Saturdays. There are however some activities that will require 24h per day working and in the case of Glasnevin station these are:</p> <ul style="list-style-type: none"><li>• Sliding new rail bridge into position;</li><li>• MEP station works; and</li><li>• Blockades or weekend possession work required with Irish railway Great Southern and Western Railway (GSWR) and Midland Great Western Railway (MGWR).</li></ul> <p><b>Construction Environmental Management Plan:</b><br/>EIAR Appendix A5.1 Outline Construction Environmental Management Plan (CEMP) details the proposed programme for monitoring and mitigation to be implemented on the Project to ensure construction work thresholds are not exceeded. Detailed plans for air quality management, traffic management, and construction noise and vibration management, among others, will be prepared by the contractor(s) for the approval of Dublin City Council (DCC) before the commencement of works. Details of the requirements and approval process of the CEMP for construction are further set out in section 1.3 of Appendix A5.1.<br/>Given the distance from your residential area to the construction site at Glasnevin, not all impacts related to the construction site is anticipated to affect your residential area.</p> <p><b>Traffic and Transport:</b><br/>Chapter 9: Traffic &amp; Transport, Appendix A9.5 Scheme Traffic Management Plan, section 7.6 Glasnevin Station, details the impact of the temporary traffic management measures on all road users. There will be slight increases in traffic flow on the R108 Prospect Road during the Enabling Works, with minimal traffic delays of 40 seconds. During the Main Works, the current traffic layout on R108 Prospect Road will be maintained, with no lane closures proposed. Royal Canal Way will be closed to local access, pedestrians, and cyclists; however, diversions are proposed to maintain access for all affected users, minimising the level of disruption within the community.</p> |

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|  |              |          | Response (1) continued.   | <p><b>Noise and vibration:</b><br/>Details regarding noise and vibration levels for individual buildings near Glasnevin Station can be found in Chapter 13 (Airborne Noise and Vibration) and Appendix 13.7 (Construction Phase Modelling). A number of residences in Glasnevin in close proximity to the site have been identified with the potential to have significant noise impact during the construction phase. These are referred to in identified on Table 13.87 Glasnevin Station – Residual Significant Construction Noise Impacts – Daytime, and Table 13.88 Glasnevin – Track Possession works - Potential Residual Night-time Significant Construction Noise Impacts.</p> <p>Mitigation measures proposed include 4m high hoarding to the north, south, east, and west construction site boundaries which will significantly reduce any effect from noise. Given the distance from your residential area to the construction site, no airborne noise and vibration related to the construction site is anticipated at your residential area.</p> <p>At your property, noise impacts will arise from the TBM passage when the noise value (as presented in Chapter 14: Groundborne Noise &amp; Vibration, Appendix 14.5 of the EIAR) of 46 dB will be above the threshold value of 45 dB resulting in a significant impact on residents for the limited duration during TBM passage. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source but noting that the duration of this impact will be in the order of up to two weeks as the TBM passes. TII will liaise with the residents to ensure the timing of these impacts are known.</p> <p>In any case where residual noise impacts remain during the construction phase the application of Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy will be implemented where eligibility has been established. Please refer to Chapter 14, Appendix A14.6.</p> <p><b>Air quality:</b><br/>Chapter 16 (Air Quality) details that there will be a generally negligible or slight negative impact on air quality in the vicinity of the proposed project at Glasnevin during the Construction Phase post mitigation. However, no exceedances of air quality standards are predicted once the measure set out in section 16.6 Mitigation Measures are implemented; therefore, no significant adverse human health impacts are predicted.</p>   |
| 2  | Letter       | 1        | <p>Concerns I have centre around the many unknowns as to what affect such works would have on the foundations of my house, what the likelihood of subsidence might be, what affect it would have on the insurability of my property as well as the impact that any additional traffic, noise and construction would have on the locality.</p> <p>I would ask that cognisance be taken of this submission and of the others that will be received from District 7 at this very important juncture in the future of our locality.</p> | <p>TII recognise and have considered the concerns raised in connection with the possible impact on the foundations of your property within the assessments undertaken within the EIAR supporting this Railway Order. EIAR Appendix A5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. As presented in Table 5.2, the assessments to date of 20 Saint Teresa Place indicate that the building (representative building B-141 on Table 5.2) falls into the Negligible damage category and hence further assessment is not required. The Negligible damage category assumes hairline cracks (&lt; 0.1 mm width). Additionally a programme of ground movement monitoring will be implemented, with the monitoring locations informed by further analysis to be undertaken during the detailed design stage. Please refer to EIAR Chapter 5: MetroLink Construction Phase, section 5.4.11 Ground Settlement Monitoring and Mitigation Works.</p> <p>Setting aside the completion of the building assessment on your property as stated above, TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. As part of this scheme, conditions surveys of applicable properties are undertaken in advance of construction activities that are likely to impact, which for this property will be the arrival of the TBM. Further details on this scheme is provided in Chapter 21: Land Take, section 21.6.1.4 Property Protection.</p> <p>TII confirm that the local geological and hydrogeological conditions were considered during the settlement assessment. For the geological conditions anticipated, the predicted impacts and mitigation measure are referred to in Chapter 20: Soils and Geology, sections 20.4 and 20.6 respectively. While the Hydrogeology assessments and mitigation plans are referred to in Chapter 19: Hydrogeology, sections 19.5 and 19.6 respectively.</p> <p>TII are not aware of any undue impact to insurability of individual properties arising from MetroLink works. We would not expect there to be any insurance considerations arising as was confirmed by Dublin Port. Similarly Insurance Ireland (representative body for Insurers) has not expressed any concerns at any time going back to 2008 when MetroNorth was first proposed.</p> <p>Please refer to response item (1) above for details for the impact of construction traffic and noise around Glasnevin Station and your property.</p> |