

Submission No.			200	
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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	Cover Letter	1	We are overwhelmingly supportive of the construction of the Metrolink project, it being one of the many public transport improvements the city needs.	TII welcome your support.
2	1.Local area liaison committees	2	<p>We note the observation of District 7 Community Alliance with respect to the establishment of a Local Area Liaison Committee for the area. This would build on the commitment in “3.3.1 External Communication with the Public and Key Stakeholders”</p> <p>1. We agree that the idea has merit. Given the scale of construction required and the potential for impacts on the local community a formal process for local community engagement along the line should be established. This would be preferable to any problems that may arise being directed through the various Local Authorities involved.</p> <p>Any Local Area Liaison Committees would need to be adequately resourced including the provision of independent expert advice. Mechanisms should be put in place to ensure that the Independent expert advice is truly independent of the NTA.</p>	<p>The services of the Independent Engineering Expert (RINA) are due to be concluded on completion of the Railway Order process (expected in 2024). The continuation of provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p> <p>The EIAR Chapter 5, MetroLink Contruction Phase, Section 5.12.4.5 sets out TII Plans for Community and Engagement during the Contruction Phase. A Stakeholder and Community Engagement Plan has been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none">▪ Regularly reviewing and updating stakeholder and community engagement plans;▪ Actively maintaining partnerships and design focus groups established with the community; and▪ Communicating in a timely and open manner. <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place. The notifications will detail the estimated duration of the works, the working hours and the nature of the works. In the case of works required in response to an emergency, the local authority, local residents and businesses will be advised as soon as reasonably practicable. All notifications will include a local helpline number. In addition, information on the works will also be available on the proposed Project website. TII will further develop the Community Engagement Plan to encompass the construction and operational phases of MetroLink.</p>
3	2. Temporary land	2	Further clarity is required on the use of temporary land (e.g. Albert Park). While temporary land acquisition is undoubtedly required during the construction phase, more defined timelines on their use (start and end) would be appreciated. Many of the lands acquired are local green spaces. Given the length of the construction phase it is reasonable to ask that the use of the green spaces would be minimised.	Temporary land-take at this location is required to facilitate the construction of the intervention shaft within Albert College Park. The environmental impact has been assessed based on a construction phase that is expected to last 63 months as outlined in A5.2 Construction Programme of the EIAR. TII will seek to expedite the schedule to reduce impacts.
4	3. Trees	2	Where mature trees absolutely need to be removed any replacements should also be mature trees (or as close as is practicable in horticultural terms). Some areas will experience disruption during the construction phase. It is not unreasonable to expect that, insofar as possible, any replacement trees would be as close as possible to preconstruction maturity.	<p>TII will seek to replace mature trees with relatively mature specimen trees where feasible. With regards to existing mature trees, an Arboricultural Impact Assessment was carried out (EIAR Appendix 27.3). This contains information on the existing tree conditions and the arboricultural impact of the proposed Project. EIAR Chapter 27 Landscape & Visual, section 27.6.1 includes for a number of mitigation measures to reduce the impact of MetroLink on these trees, including:</p> <ul style="list-style-type: none">• Identification and retention of existing mature trees of good quality, through the adjustment of the alignment, location of structures/buildings and the outline design of the proposed Project;• Comprehensive proposals for hard and soft landscape works, including tree and hedgerow planting to offset the effects of net loss due to the proposed Project;• Where cut and cover sections of track and/or station boxes underground are to be planted over, the inclusion of sufficient appropriate substrate and adequate drainage to allow tree planting and growth for posterity. There is a general requirement for a minimum depth of 1.5m growing medium in such circumstances.• In sensitive locations, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees.
5	4. Construction traffic and parking	3	One of the main impacts of the construction phase on local communities will be parking & traffic. While some traffic will be unavoidable, significant efforts need to be made by the construction firms to reduce the parking impact on local communities where parking is already at a premium. Targets should be included in any tender around the use of public transport, sustainable transport and the provision of company shuttle services to the various sites along the line.	As noted in A5.1 Outline Construction Environmental Plan, all construction 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. Targets are to be included in future contracts.