

Submission No.			247	
Organisation Name or Name of Submitter			Owners of 9, 10 and 11 Nelson Street (Nelson Property Management Company)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Submission for Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	1. Request for inclusion in the property owners’ protection scheme	3 to 6	<p>When cross referencing the requirements to be eligible for the property owners’ protection scheme with the Metrolink property drawings we noticed that part of the apartment complex could be outside of the 30-meter edge of the Metrolink zone of influence of the tunnel and other works. (*For ease of reference we included screenshot images of the drawings marked up in yellow at the bottom of this document).</p> <p>Request 1 from Nelson Property Management Co: Based on proximity to the tunnel route (which runs under 6 Nelson Street), the fact that the three properties form one apartment complex and the evidence that our Company has acted as a proud and responsible guardian of North Inner City Georgian architecture for the last two decades we would like the Bord to consider this and help us in our endeavours by including all structures highlighted in the image above in the TII property Protection Scheme.</p>	<p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink Project. We have reviewed the submission and provided response to the observations/concerns raised in detail below.</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>

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2	2. Request for impact mitigation Noise, vibration, traffic mitigations	6 and 7	<p>After studying the Metrolink Environmental Impact Assessment we make the case for noise, dust and vibration monitoring, secondary glazing, traffic restrictions and temporary rehousing for residents in the property to reduce the human impact of construction. Based on proximity to construction site to 9-10-11 Nelson Street we request the following environmental monitoring and mitigation measures:</p> <ul style="list-style-type: none">• Our properties to be included in noise and vibration modelling and updates• Allow our owners to opt in for secondary glazing in the bedrooms and living rooms• That noise and dust monitors be put on our buildings - We are happy to be representative of the area• Get the windows cleaned from construction dust every 6 months during construction• Be informed one month in advance of night works and abnormal working hours• Vulnerable residents to be considered for rehousing and assurances landlords will not be out of pocket.	<p>Given the location of your properties, boas ion site at Mater Station and the Tunnel alignment, and with the controls proposed in the EIAR, the impacts on your properties during the construction phase will be limited to groundborne noise impact from the passing TBM, a likely increase on parking pressure as a consequence of parking suspension around Four Master Park, a slight increase in construction traffic and redistribution of local traffic.</p> <p>Construction Phase – Groundborne Noise and Vibration EIAR Chapter 14 (Groundborne Noise and Vibration), Appendix 14.5 presents the predicted groundborne noise levels during the construction phase of the project for 9 Nelson Street:</p> <ul style="list-style-type: none">• The predicted level of groundborne noise during TBM passage is 47 dB LASmax, which is above the 45 dB LASmax threshold resulting in an impact "Noticeable to all and disturbing to some" on the occupants of the building for the relatively short duration of TBM passage.• The predicted level of groundborne vibration during TBM passage is 0.211 ms-1.75 day and 0.177 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. <p>This impact will occur only during the period (approximately 2 weeks) of the TBM passing close to the property. Please note: The impact has also been assessed for 10 & 11 Nelson Street and results (as shown in EIAR Appendix 14.5) indicate that these properties face lesser impacts when compared to No. 9 above.</p> <p>As noted in Appendix A5.1 Outline CEMP, there are no statutory standards in Ireland relating to noise and vibration limit values for construction works. The contractor(s) will work within the noise and vibration significance threshold levels identified in the EIAR for both airborne and groundborne noise and vibration and the limits contained within the Railway Order approval, if granted. In addition, the contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project which will be a live document.</p> <p>Where all reasonable measures have been taken to reduce noise levels using the mitigation measures through source and pathway control, but residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) will be appropriate at locations where eligibility for either has been established.</p> <p>Construction Phase - Traffic Appendix A9.5 provides the Scheme Traffic Management Plan, of which section 7.7 refers to Mater Station. While the works will attract additional traffic to and from Mater Station, the assessments of vehicle movement during the peak construction phase will add an average range of approximately 20 to 35 additional daily movements each way to the existing traffic flows. The pre-construction planning and construction approvals process for Traffic Management at Mater are set out below (please refer to response item (6) below).</p> <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. The Scheme Traffic Management Plan Appendix A9.5 section 7.7 refers to the traffic assessment undertaken at the proposed Mater Station with the route to and from the site and the M50 provided on Figure 7-28, with the intention not to use Nelson Street for Construction Traffic. The works will result in the closure of Eccles Street for general traffic, with access maintained for emergency traffic. Local traffic diversions as a consequence of this are outlined on Figure 7-33 of Appendix A9.5 Scheme Traffic Management Plan.</p> <p>Appendix A5.1 Outline CEMP includes measures such as the establishment of Local Community forums which will cover areas local to each station, where stakeholders will have an opportunity to inform the traffic management element of the project including impacts to on street parking. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population & Land Use) of the EIAR, with mitigation measures proposed where required. The construction site will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise & Vibration), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation & Monitoring Proposed).</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies 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. For example, an Air Quality Management Plan and a Dust Management Plan will be submitted for approval to the relevant planning authority.</p> <p>As detailed 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. TII and its appointed contractor(s) will ensure that 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. All notifications will include a local helpline number, and will be available on the Project website.</p>	

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3	3. Upgrade of the local amenities on side streets of Eccles St. and Berkeley Road	7 and 8	Even though our buildings are not listed, they are protected and help to maintain the authentic and literary character and identity of the city which attracts tourists and business to the city. We request an upgrade of all utilities, renewal of road surface and higher quality footpaths. The high volumes of traffic will deteriorate the road surface dramatically.	<p>will require stringent environmental management measures during restoration of the urban realm.</p> <p>As noted in response item (2) above, the peak construction phase will add an average range of approximately 20 to 35 additional daily movements each way to the existing traffic flows. Therefore, no significant impacts are expected on the road network. As detailed in Appendix A5.1 Outline CEMP, suitable spoil removal routes have been identified in order to direct construction traffic onto suitable roads, and to minimise the negative effects of increased HGV traffic on the environment.</p> <p>Localised pavement and highways works associated with MetroLink will be limited to work to improve access to the new station. To accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project.</p> <p>Chapter 4 (Description of the MetroLink Project) details the proposed changes and improvements to the urban realm around each of the stations upon completion of the construction works. At Mater Station, the design includes the signalisation of the junction of Berkeley Road, Eccles Street and St Vincent’s Road North. The width of Eccles Street will be reduced locally at this junction. Provision of shared space will be incorporated on Eccles Street in the vicinity of the junction with Berkeley Road, with the shared space demarcated from the road edge by a raised kerb for the safety of pedestrians and cyclists.</p> <p>The upgrade of utilities, renewal of road surfaces and the provision of higher quality footpaths at this location do not form part of the Railway Order Application for MetroLink.</p>
4	3. Upgrade of the local amenities on side streets of Eccles St. and Berkeley Road	8 and 9	We see the arrival of the Metrolink and the Mater stop as an important boost for the area and want the overall master plan between TII and Dublin City Council to include betterment works and upgrades of ‘forgotten side streets’ like Nelson Street and Joseph’s Parade. The increased footfall in the area also warrants for bins to be installed on footpaths in the adjoining streets to keep the streets litter free during operations.	<p>TII wish to thank you for stated support for the delivery of MetroLink in recognition of the benefits it will bring to the local areas surrounding the stations. MetroLink provides for urban realm improvements in the vicinity of the station entrances, however works as described on streets beyond the Project boundary are under the remit of Dublin City Council (and Fingal County Council in respective areas). However, TII will continue to engage with Dublin City Council, and other relevant stakeholders, throughout both the construction and operational phases to ensure any works, including the provision of wastebins, do not impede on the pedestrian networks around station locations.</p>
5	3. Upgrade of the local amenities on side streets of Eccles St. and Berkeley Road	9	<p>We need trees in the general Mater Stop area, including Nelson street, to make the north inner city a friendlier environment for people to live and thrive. Trees have a positive effect on an area from an aesthetic, anti-vandalism and ecological point of view. It makes people take better care of their neighbourhood and reduces aggression.</p> <p>Nelson Street is marked as a Feeder street in the Greater Dublin Area Cycle Network Plan - National Transport. We want to see traffic reduction measures in the street, e.g. flower boxes or bollards to make the street more cycle and pedestrian friendly in the final road layout solution as part of the carbon reduction efforts of Dublin City Council.</p>	<p>EIAR Chapter 27 (The Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. As noted during the operational phase at Mater Station, on completion of the station box, the surface features will be substantially reinstated as per the project description (please refer to response item (3) above). The Park and its surroundings will be updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were and therefore a positive impact is anticipated.</p> <p>As noted in response item (3) above, when the Project is operational it is anticipated that general traffic levels will reduce in line with a modal shift towards public transport, therefore reducing the potential conflict between road users and cyclists.</p>

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6	4. Ban on construction traffic and rat running during construction	11	We conclude that in addition to all the extra traffic (see point a) and diversions on Nelson Street (see point b), and above-mentioned alterations and re-routing in side streets, this will cause a high impact of nuisance and safety reduction in residential areas. We are convinced that by its location in relation to the site, the Nelson Street (one way street) and Josephs Parade, Joseph’s Place side streets will be used as rat runs. There is also concern around access to the Mater Hospital for emergency services during the works.	<p>Please refer to response item (2) above in relation to the anticipated impacts on traffic and transport during the construction phase.</p> <p>During the Enabling Works, the introduction of temporary shuttle signals along Berkeley Road will result in a moderate impact on general traffic volumes. During both the AM and PM peak periods, the redistribution of traffic results in a 40% decrease on Berkeley Road northbound, and a 70% decrease in the southbound lane. The majority of this traffic during the evening peak routes via Eccles Street, and therefore it is not anticipated that Nelson Street will be utilised as a rat-run. Increases in volume are also seen on the R135 Western Way and on the R101 North Circular Road. However, this redistribution of traffic only results in very slight delays in the local area, with a high of 20 seconds increase in delay recorded on Berkeley Road southbound lane during the morning peak period.</p> <p>During the Main Works, the partial closure of Eccles Street will result in a redistribution of traffic with only slight levels of delay, with a maximum 27 second delay during the evening peak.</p> <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 residential and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council 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>It is anticipated that, overall, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips, increases in public transport usages, and will facilitate walking and cycling to the stations, without significantly impacting on the operation of the networks in the area. There may be a requirement for further work in conjunction with DCC to determine full effective mitigation measures, such as reconfiguration of street furniture or reallocation of space to maximise available width.</p> <p>EIAR Appendix A9.5 section 7.7 details the construction traffic management associated with Mater Station. As identified, in Phase 2 and Phase 3 of the construction works, general traffic will not be able to access Eccles Street from Berkeley Road, however Emergency Vehicle access will be maintained from this location therefore ensuring there is no interface with the ability of emergency vehicles entering or leaving the hospital.</p> <p>As presented by EIAR Appendix A9.5, Figure 7.32 Proposed Traffic Management Phase 3, the road width available at the Eccles Street/ Berkeley Road junction will be reduced to the construction footprint, and therefore general traffic flow cannot be maintained at this location only. General traffic access to the hospital will be maintained through the detailed diversion, i.e. Eccles Street will not be closed in its entirety, access will be facilitated for all traffic as far as the area of reduced width, which will be used for Emergency Vehicles only. Therefore, there should be minimal impact on the Hospital's operations throughout the works.</p> <p>To clarify, access to Eccles Street will be maintained via the N1. Vehicles seeking to route from Berkeley Road to Eccles Street will be diverted and approach Eccles Street from the N1 via either North Circular Road or Blessington Street. Vehicles travelling away from Eccles Street will be diverted southbound along Nelson Street and from there can continue to travel along Berkeley Street, Mountjoy Street or Blessington Street. Therefore, access to the hospital is maintained at all times for staff, patients, patient visitors, suppliers and goods and services vehicles. Similarly, access to the emergency department and underground car park is maintained, and can be accessed from Eccles Street via the N1.</p> <p>TII will continue to work closely with Mater Hospital throughout the duration of the construction works to ensure minimal impact to the</p>

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				It will continue to work closely with Mater Hospital throughout the duration of the construction works to ensure minimal impact to the delivery of the new Major Trauma Centre, which is of national importance. TII will closely monitor all closures to determine if they are required at all points of the works, or if they can be reinstated temporarily. As noted, access to Eccles Street will be maintained from the N1 direction, with the closure only impacting on the western junction with Berkeley Road. All diversions and closures will be displayed on appropriate signage, and a comprehensive publicity and information campaign will take place prior to the commencement of the Construction Phase. A Project Construction Traffic Forum will be formed, including representatives from key stakeholders such as Mater Hospital to ensure any issues or concerns can be addressed quickly and efficiently.
7	4. Ban on construction traffic and rat running during construction	11	To reduce impact of construction and other traffic we request that construction traffic and HGVs are banned from Nelson Street and Joseph's Parade. We also request that local access one way traffic policed strictly to avoid rat run Nelson Street and subsequent traffic incidents. Emergency services travelling through Nelson Street need to be forbidden from using sirens between 8pm and 8am on weekdays and 8pm and 10am on weekends to allow residents peaceful enjoyment of their home environment.	Please refer to response items (2) and (6) above related to traffic management around Nelson Street. It is for the emergency services to consider how best to use sirens and lights for maximum effectiveness and minimum environmental disturbance. Subject to the regulations and any guidance from those services, drivers of emergency vehicles are expected to use their professional judgment to decide when and where the use of sirens and blue lights is appropriate. Drivers ought to be fully aware that sirens must be used with restraint, particularly at night, so as not to cause a nuisance to residents or other road users. There will, however, always be occasions when it is necessary for the emergency services to use sirens and/or blue lights in the interests of road safety and the protection of the public.