

Submission No.			255	
Organisation Name or Name of Submitter			Peter and Breda Gregory (78 Botanic Road, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: MetroLink				
1	Letter	1	<p>While we welcome the construction of the MetroLink we have the following concerns:</p> <p>A) Noise pollution. We note proposed 24hr round the clock construction at the Glasnevin site. We are concerned about the noise this will generate from increased traffic on the roads as well as the works.</p>	<p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below.</p> <p>As presented in the EIAR Chapter 5 (MetroLink Construction Phase), 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 a 24hr per day working program and in the case of Glasnevin station these are:</p> <ul style="list-style-type: none">• Sliding new rail bridge into position;• MEP station works;• Blockades or weekend possession work required with Irish railway (GSWR & MGWR). <p>However, vehicles will not require 24hr access to the site.</p> <p>As presented in EIAR Chapter 13 (Airborne Noise and Vibration), traffic noise levels have been calculated along all modelled roads over the full extent of the ERM, associated with the Do Minimum and Do Something scenarios for the northern peak year, 2028 using the AADT data per fleet type for each road. For Botanic Road, the construction traffic noise impacts are neutral to not significant based on the peak construction month in 2028. The construction traffic volumes used in the assessment are based on the reasonable worst case peak scenario which reflects a ‘worst case month’ under which the construction of multiple work sections are taking place concurrently as part of the proposed Project. Mitigation measures to reduce noise from construction traffic are limited to restricting speed limits, maintaining road surfaces and ensuring all vehicles are properly maintained. In addition, any coverings on construction vehicles will be securely fastened before leaving site to avoid excessive ‘rattling’.</p> <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.</p> <p>Construction Phase – Airborne Noise and Vibration</p> <p>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, however your property is approximately 400m from the construction site and therefore is not anticipated to have significant impacts. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the northern, eastern and southern boundaries of the Glasnevin construction compound. Surface activities to support sprayed concrete tunnel construction will be enclosed within an acoustically clad steel framed building to control airborne noise breakout to surrounding receptors. With these mitigations the construction impacts are reduced.</p>

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			Response (1) continued.	<p>Construction Phase – Groundborne Noise and Vibration</p> <p>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 78 Botanic Road:</p> <ul style="list-style-type: none">• The predicted level of groundborne noise during TBM passage is 50 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 0.273 ms-1.75 day and 0.23 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>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 Ground-borne 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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2	Letter	1	B) Construction traffic. We are concerned about the increased traffic on Botanic Road and Harts corner. Hart’s corner is already an extremely dangerous junction for cyclists, pedestrians, and motor vehicles. We are concerned that increased traffic could result in more accidents and possible fatalities if not managed appropriately.	<p>The safety and security of pedestrians, cyclists and other vulnerable road users is a priority for TII. EIAR Appendix A9.5 Scheme Traffic Management Plan presents the proposed mitigation measures to ensure the safety of all road users:</p> <ul style="list-style-type: none">- Construction vehicles will be controlled in terms of the hours of operation (i.e., construction traffic may be prohibited during periods of very heavy traffic) and by imposing restriction on vehicle size and weight;- There will be controls at the entrance/exits of sites for construction vehicles in order to ensure the safety of other road users.- Pedestrian routes will be maintained throughout the construction period, either around or through the construction site, where safety risks to the general public will not increase as a result of construction activity;- In very sensitive areas, the designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines, must not be perceived as uninviting by pedestrians. The environment around the sites, therefore, will be designed to ensure that pedestrians and cyclists feel they are entering a safe and accessible environment. This will ensure that impact to businesses and shops adjacent to the works areas is minimised.- Temporary pathways and cycle ways will be installed where appropriate and provision will be made to ensure access for the mobility impaired is maintained; and- Where the existing level of service cannot be maintained in the vicinity of the construction sites, an alternative route will be designated, be clearly visible, be safe and be signed and have the level of service required to cater for the pedestrian demand.- Throughout the Construction Phase, ongoing monitoring will be required of the specified HGV haul routes. <p>EIAR Appendix A9.5 Scheme Traffic Management Plan details the impacts of the temporary traffic management plans on road users. The Advanced Enabling Works for Glasnevin Station result in a slight impact for general traffic. Results indicate that the removal of the bus lane and general traffic lane will result in a reduced capacity, with a 3% increase of volume in the morning peak, and a 2% increase in volume in the evening peak. This increase in volume will result in a delay of approximately 40 seconds. During the main works, the construction site boundary is primarily contained away from the traffic network and therefore there is likely to be no significant impact on traffic flows during this phase. Model outputs indicate a minimal change in HGV volumes. Cyclists using the designated primary cycle route on Prospect Road will be unaffected, however the greenway on Royal Canal Way will be closed. However, a diversion route is proposed, mitigating the severity of the impact. This diversion is presented in EIAR Appendix A9.5 Scheme Traffic Management Plan section 7.6.6.3.2.</p> <p>The haul routes for construction traffic have been determined based on a review of all potential road crossings/access points for traffic to and from the construction sites/compounds and based on the identification of those road crossings/access points with the capacity to accept a large number of vehicle movements. As detailed in Appendix A5.1 Outline CEMP, construction vehicles will be strictly controlled in terms of hours of operation, and by imposing restriction on vehicle size and weight. Traffic management plans have been developed to minimise congestion and disruption to all road users, and to maintain continual access to businesses and other premises. The Dublin City Council urban traffic signal control system will be used to optimise the flow of traffic along the diversion routes to mitigate queuing and delay which would otherwise be expected during peak periods. Further details on the impact to traffic and transport are presented in Chapter 9 and the associated appendices.</p>

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3	Letter	1	C) Subsidence of our property and those around us.	<p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 show that your property (represented by reference B-141) has been assessed as falling within the 'Very <i>Slight</i>' category during the initial Phase 2a Assessment, and '<i>Negligible</i>' during the refined assessment. 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. Negligible impacts refers to hairline cracks.</p> <p>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. The POPS comprises condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be 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 the same may be attributable to the proposed Project and 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 the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would 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).</p> <p>Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at: https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf.</p>
4	Letter	1	D) Environmental impact of digging and construction. Presumably there will be pollution from construction traffic.	<p>Before commencing relevant construction works, an Air Quality Management Plan shall be prepared and submitted for approval to the relevant planning authority. The plan must include all appropriate dust and emissions mitigation measures including for asbestos and aspergillus, applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the contractor(s) and for each worksite shall include, as set out in section 16.6.1 of EIAR Chapter 16 (Air Quality):</p> <ul style="list-style-type: none">* An inventory and timetable of activities which may give rise to emissions or dust;* Alert levels;* Alter system to be used (including notification process);* Details of control measures;* Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and,* Details of the air quality reporting requirements. <p>In accordance with the EPA Guidelines (EPA 2022) and considering that the change in concentrations is within the traffic model and ENEVAL (Environmental Evaluation Model) tool margin of variability, the regional likely effects associated with the Southern Peak Construction Phase traffic emissions pre-mitigation are considered overall Neutral, Not Significant and short-term. This is detailed in section 16.5.2.6 of EIAR Chapter 16 (Air Quality).</p> <p>As detailed in Chapter 16 (Air Quality), the modelling of road traffic for impacts on human and ecological receptors has found no significant impacts that require mitigation measures with respect to the modelling of emissions. However, some mitigation measures can be put in place to minimise emissions:</p> <ul style="list-style-type: none">* Implement a policy which prevents idling of vehicles both on and off-site including HGV holding sites;* Construction Phase traffic should be monitored to ensure construction vehicles are using the designated haul routes;* Additional vehicular traffic will be managed through the CEMP and Temporary Traffic Management Plans for the proposed project and stations as per Chapter 9 (Traffic and Transport).* Efficient scheduling of deliveries to minimise the number of deliveries required, and in turn their emissions; and,* Construction vehicles should conform to the current EU emissions standards and where reasonably practicable, their emissions should meeting upcoming standards prior to the legal requirement date for the new standard. This will ensure emissions on haul routes are minimised.
5	Letter	2	<p>We suggest the following integration measures that would also help:</p> <p>1) Reduction to extended working day hours instead of 24hrs possibly 7am to 10pm or similar.</p>	<p>Please refer to response item (1) above related to the proposed construction working hours.</p>

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6	Letter	2	2) Commitment to survey Hart’s corner and make adjustments to traffic accordingly. There is planned development at Botanic Road in Danesfort with new apartments which will further jeopardize traffic.	Please refer to response item (2) in relation to the predicted impacts to traffic and transport during the construction phase. TII do no not consider that there is a need to make adjustments to the traffic layout of Hart's Corner arising from the MetroLink scheme.
7	Letter	2	3) Support of a Residents Monitoring Group to work with your proposed public liaison officer (section 10.5.5 Mitigation of airborne noise and vibration).	<p>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. Further details on this can be found in EIAR Appendix A5.1 Outline CEMP section 3.3.1.</p> <p>A Project Construction Traffic Forum will be established with local stakeholders to ensure any concerns regarding the temporary traffic management plans or construction traffic can be addressed. This is detailed in EIAR Appendix A5.1 Outline CEMP section 6.1.</p>
8	Letter	2	4) Support of a community fund.	<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>