

Submission No.			013	
Organisation Name or Name of Submitter			Anne G Meehan (48 Prospect Avenue, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N.				
1	Surveys	12 to 14	<p>Concerns raised on level of detail of previous independent surveys carried out by Thorntons Chartered Surveyors in August 2019.</p> <p>The Respondent has requested: A detailed and thorough survey including the foundations, giving all information gathered before, during and after the proposed MetroLink.</p> <p>These surveys, which fall under the POPS scheme, must be fully transparent and independent of TII.</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 for the observations/concerns raised in detail below.</p> <p>TII acknowledge the location of your property within the Prospect Architectural Conservation Area and is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing to provide protection to your property during the completion and commissioning of the works. Once you have registered it is intended that the scheme will provide protection for residential property owners such as yourselves that are located within 30m of the edge of the MetroLink alignment.</p> <p>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>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>
2	Property Protection: Section 2.1	15 and 16	<p>TII must clarify that during the construction of MetroLink, which will take a minimum of 9-10 years, my property will be covered by the Construction firm's insurance. This cover must protect my property from all possible damage duration of the entire construction period.</p> <p>My property is within thirty meters of the edge of the MetroLink and as such will be covered by Til's Property Owners' Protection Scheme (POPS).</p> <p>TII proposes that the POPS scheme, to protect property owners, (once the Operation of MetroLink is in place) will be for one year only.</p> <p>This entire area is part of the Prospect Architectural Conservation Area and must be preserved. As such, the POPS insurance cover must be increased from 1 to at least 10 years, to ensure the safety of my property from damage during the fist 10 years of the Operational period.</p>	<p>In the unlikely event that your property is significantly impacted by the MetroLink works any damage to your property will be covered by the project insurances. In addition as your property is located within 30m of the alignment and can therefore avail of the Property Owners Protection Scheme. Under this scheme such you choose to avail of it, TII will arrange for an independent surveying company to carryout surveys pre, during and post completion of the construction works. Any damage up to a limit of 45,000 euro will covered by the POP scheme. The POP scheme will remain in place for a minimum of 2 years post completion of the main infrastructure construction works.</p>
3	Property Protection: Section 2.1	16	<p>TII must inform property owners of:</p> <ul style="list-style-type: none">- The implications to their own home insurance during the construction and operation period.- The short and long term implications of resale value of their properties.	<p>As noted at item 2 above, during the construction phase and subject to registering for POPS your property will be protected against any damaged caused by the MetroLink works. It is the property owners responsibility to notify their insurance company to any change in circumstances which may impact their policy, though as this is a substratum acquisition which is approx. 12m below ground level, the impact to the above ground property is likely to be negligible. Where substratum land is to be acquired Rule 17, section 48 of the Planning and Development (Strategic Infrastructure) Act 2006 will apply. The substratum value for deep tunnel projects is that it is has no value in the market due to its depth below the surface and its limited use, therefore property values should not be impacted. For further information on compensation: https://www.metrolink.cpoguideline_final_september-2022.pdf</p>

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4	Section 2.2 Representation at the Oireachtas	16 to 21	Joint Committee on Transport, Tourism & Sport, discussing Architectural Conservation Area April 2018. Concerns not yet answered in summary include: - Confusion on the alignment of the MetroLink beneath properties. - Concerns raised on the public consultation process, particularly the duration and access to information to allow residents to have input. - CPO of Brian Boru pub which was mentioned in James Joyces Ulysses. - Uncertainty on the duration of the works. - Impact from construction and tunnelling activities: traffic, noise and dust pollution and health and safety of residents. Similar implications for education , health, safety and sporting and recreation activities of school children in a mini Gaeltacht Area. - Assurance that the area will be reinstated after the works are completed. - Requested that the public consultation period can be extended.	TII disagree that we have not addressed concerns previously raised. TII have undertaken extensive consultation across the route of MetroLink and have listened carefully to the concerns of stakeholders and the community, as documented within EIAR Chapter 8. Furthermore TII have undertaken a detailed and an extensive Environmental Impact Assessment Report that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink RO application. - Confusion on the alignment of the MetroLink beneath properties. - This is addressed in Chapter 21 Land Take - Concerns raised on the public consultation process, particularly the duration and access to information to allow residents to have input. - Chapter 8 Consultation - CPO of Brian Boru pub which was mentioned in James Joyces Ulysses.- Addressed in Chapter 21 Land Take & Chapter 26 Architectural Heritage - Uncertainty on the duration of the works. Chapter 5 MetroLink Construction Phase & Appendix A5.2 Construction Programme - Impact from construction and tunnelling activities: traffic, noise and dust pollution and health and safety of residents. Similar implications for education , health, safety and sporting and recreation activities of school children in a mini Gaeltacht Area. Covered in Chapter 5 MetroLink Construction Phase, Appendix A5.1 Construction Environmental Management Plan, Chapter 9 Traffic & Transport, Chapter 10 Human Health, Chapter 11 Population & Land-Use, Chapter 13 & 14 Airborne & Groundborne Noise and Vibration, Chapter 16 Air Quality - Assurance that the area will be reinstated after the works are completed. Chapter 5 MetroLink Construction Phase & Chapter 27 Landscape - Requested that the public consultation period can be extended. - Consultation Period was extended from 25th November 2022 to 16th of January 2023
5	Section 2.3 Noise, Vibration and POPS	22	Requested that Floating Tracks be placed underneath Prospect Architectural Conservation Area, to protect properties from damage, noise and vibration. TII must guarantee (no noise heard or vibrations felt) by maintaining tracks and wheels of MetroLink trains, to lessen noise and vibrations, should Floating Tracks not be installed.	TII have given due consideration to the design and, having fully assessed for operational noise and vibration, found no reason to consider Floating Tracks as a requirement under the Prospect Architectural Conservation Area. TII refer you to the following for your information. Section 14.4.2.6, AZ4 Northwood to Charlemont (that includes Griffiths Park and Glasnevin Station) of the EIAR Chapter 14, Ground-borne Noise and Vibration, presents the results of the assessment of potential groundborne noise and vibration impacts from the operational railway sources. The threshold of a significant impact from groundborne noise for receptors in AZ4 is 40dB L _{Amax,s} . Contours of groundborne noise are presented in Figure 14.6, the contours indicate a groundborne noise contour of 40dB L _{Amax,s} at an approximate distance of 16m from the track centre. There are no exceedances predicted of the groundborne noise threshold for residential receptors in the geographical area of AZ4. The calculated vibration levels are below the threshold for structural damage for any building type, as presented in Table 14.8. Section AZ4 Northwood to Charlemont. Calculations of groundborne vibration during the Operational Phase are presented in Table 14.45. There are no predicted significant impacts for vibration from railway operation in the geographical area of AZ4. The calculated vibration levels are below the threshold for structural damage for any building type, as presented in Table 14.8. TII will implement a suitable maintenance regime once operational to ensure that threshold levels are not breached.

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6	Section 2.3 Noise, Vibration and POPS	22 and 23	<p>Buildings within the ACA have shallow foundations on clay. No evidence provided on how the clay will need to settle. Therefore an extended POP period is needed for properties within the ACA.</p> <p>If damage is to occur to my house and the terrace of houses, it will more than likely happen within the construction period. However, no allowances have been made for the settlement of clay underneath my property. TII must address this and protect all property owners in our ACA.</p>	<p>Please refer to response (1) above for information related to the POPS scheme.</p> <p>Buildings and Infrastructure - A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>The type of building, the depth of tunnelling, the ground within which the tunnel is constructed as well as the ground between the tunnel and your property has been used in undertaking the assessments. 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 shows that your property (Ref B - 120), as one of the representative properties selected, has been assessed as falling within the 'Negligible' category. 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 Negligible damage category refers to hairline cracks.</p> <p>Appendix A5.17 Appendix C contains the predicted settlement contour drawings. Sheet 22 of 30, drawing ML1-JAI-EIA-Rout_XX-DR-T-21142 refers to the tunnel alignment relevant to your property.</p> <p>EIAR Chapter 14, Groundborne Noise and Vibration, presents predicted vibration levels arising from mechanical excavation and blasting. In all cases vibration levels will be maintained within limits that do not cause damage to property.</p>
7	Section 2.3 Noise, Vibration and POPS	23	<p>Requested that thorough surveys be carried out before, during, and after construction. I also request that should any damage, cracks, or settlement occur they are closely monitored. It is imperative that every three months, measurements of the settlement is carried out, regardless of any appearance of damage.</p> <p>No information regarding the potential damage to property has been given by TII.</p>	<p>Information with regard to potential damage to property is comprehensively provided in the EIAR. Please refer to responses (1) and (6) above.</p> <p>A scheme wide ground movement monitoring plan will be developed consistent with the analysis provided in the EIAR. The ground movement monitoring plan will developed by the appointed contractors and approved by TII prior to its implementation. Affected property owners will be informed as to the extent and frequency of the required monitoring in advance of the works commencing. Movement monitoring will be undertaken prior to and during the period that settlement is anticipated and would only cease when the ground movement is demonstrated to have stopped.</p>

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8	Section 2.3 Example of Voids and Major Damage to Property in London and Dublin	28 and 29	<p>In Dublin city, during the construction of the Green Luas Line of the new bus lane, construction teams broke into abandoned basements that had not been identified on Surveyors maps, on Harcourt Street. This halted works for several weeks and the basements needed to be backfilled with concrete (as above in London) before construction could recommence.</p> <p>From my own memory, there is a well underneath Prospect Way, which was part of a Monastery on Prospect Avenue. Dublin City Council demolished the monastery, church, and several houses in the 1960s, to build Prospect Way dividing Prospect Avenue in half. In regard to the hidden basements on Harcourt Street, is TII aware of this? This is one example of why a thorough survey of the immediate area (and my property) is carried out before construction begins.</p> <p>What is the likelihood of Voids appearing underneath this property or any properties in our ACA?</p> <p>As I requested above, the TII's POPS insurance must remain in place for a minimum of 10 years, after the Operational period begins. Previous to that, the Construction firm awarded the contract to construct MetroLink, which must fully ensure all properties above the tunnel.</p>	<p>Please refer to responses (1) and (6) above.</p> <p>TII thank you for this information and can confirm that additional surveys are planned and will be undertaken before the start of the construction works. These provisions are detailed in the EIAR. TII are familiar with the potential for hidden basements throughout out the city, through the delivery of previous Luas light rail infrastructure and is covered in Chapter 19 Hydrogeology, Section 19.6.2.5 and Appendix A5.1 CEMP.</p> <p>Steps that will be undertaken prior to Main Works commencement</p> <p>1. Review historic records to identify previous land use</p> <p>2. Identify risk of previous boreholes on tunnel alignment where casings may remain or not adequately backfilled</p> <p>3. Identify risk of historic wells or extraction boreholes from records</p> <p>4. Identify baseline conditions and inform the contractor of requirements.</p> <p>5. Identify all known records in the site information supplied to contractor.</p> <p>The tunnel construction methodology which will be developed by the contractor will comply with good practice and all relevant safety and technical standards. The methodology will ensure that the possibility of voids forming beneath properties will be fully mitigated. The methodology will be approved by TII before works are allowed to proceed.</p> <p>The POPS scheme is referred to in response (1).</p>	
9	Summary	29	<p>The Planning Officer is asked that TII’s ensure the following measures will be carried out before, during construction, and in the Operational period of MetroLink.</p> <p>Summary item 1: During the construction of Glasnevin Station and the Metro tunnel, the Construction firm employed by TII must insure all properties against any damage which may occur.</p>	<p>Please refer to response (1), (6), and (8) above.</p>	
10	Summary	29 and 30	<p>Summary item 2 &3: That TII's POPS be increased from 1 year, after the Operational period begins, to 10 years. The increase in time frame will protect our Architectural Conservation Area properties until the clay soil beneath their foundations settles.</p>	<p>Please refer to response (1) and (6) above.</p>	
11	Summary	30	<p>Summary item 4 & 5: TII ensures three monthly monitoring, for damage, is carried out during the construction phase and operational period should any damage occur. Thorough surveys are carried out on my property before the commencement of construction, during construction and after completion.</p>	<p>Please refer to response (1), (6), and (8) above.</p>	
12	Summary	30	<p>Summary item 6: Representations made previously to a Oireachtas select committee hearing regarding the protection of historical houses. TII must take particular care during construction and the operation of MetroLink, to protect our properties as they have shallow foundations, if any.</p>	<p>TII concur and have planned on this basis. A Project Conservation Architect (PCA) has been engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the Project Conservation Architect (PCA) will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints. The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement required preservation of in situ works. This is referenced in Chapter 5 MetroLink Construction Phase, Appendix A5.1 CEMP and Chapter 26 Architectural Heritage of the EIAR.</p> <p>At station locations mitigation measures for extant architectural heritage constraints directly impacted by the works will generally be carried out be the Project Conservation Architect (PCA). The role of the PCA, and the condition surveys and specifications they are required to undertake, is outlined listed in Appendix A25.1 Draft MetroLink Cultural Heritage Strategy.</p>	

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13	Summary	30	Summary item 7 & 8: To protect our historic properties from noise and vibrations, TII is requested to run floating track underneath our homes. Should floating tracks not be possible, every care to maintain wheels and tracks must be taken to ensure there is no noise or vibrations felt and to commit TII's contractors to a proper standard of maintenance on the systems to ensure that this remains the case.	As response (5) above. The Operation and Maintenance is described in Chapter 6 and TII will employ a track maintenance manager, supervisors and technicians to ensure the ongoing performance of the system and minimise risk of issues arising.
14	Summary	30	Summary item 9: That every care is taken to survey the area for hidden wells' basements, and other reasons voids may appear, as shown in both Dublin City Centre and London.	Please refer to response (8) above.

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15	3. Construction of Glasnevin MetroLink Station	31 and 32	<p>Section 3.1 Traffic Management. Referring to figure 2.2 and 2.3 from EIAR Vol 5 App 5.5, Glasnevin Station Construction Report, section 2.2 Site Access/Egress.</p> <p>Route to exit the site and gain access to the M50 must be changed in the interest of all residents living in the vicinity of this construction site. It will be addressed in a later paragraph but it is stated that work on the construction of Glasnevin Station will be on a 24-hour-a-day, 7 days week rota and if this is allowed, HGVs will travel through a highly populated, residential area, all day every day.</p> <p>However, this is not a direct route from the construction site to the M50. Finglas Road (R135) is a direct route to the M50, without travelling through built-up residential areas, day and night. Finglas Road, to Finglas and directly onto the M50 is a dual carriage from Hart's Corner is approximately 8.8km.</p>	<p>The concerns you have raised are noted and TII note that the impact of vehicular routes have been assessed.</p> <p>While extended working hours on certain construction activities are set out in Table 5.5 of Chapter 5, regular HGV deliveries to Glasnevin will be restricted outside of standard hours. This is referred to in section Appendix 5.5, 8.6 Traffic Management. Out of hours deliveries at Glasnevin are anticipated, but these typically would be either: abnormal load deliveries requiring an Abnormal Load Permit issued by An Garda Síochána and DCC; or deliveries during any occasional weekend track possession works planned at Glasnevin.</p> <p>As referred to in Appendix A9.2 Overall Project Traffic & Transport Assessment, TII have through pre-construction planning in advance of the Railway Order anticipated the implications of the planned works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. The proposed traffic management mitigation measures during the construction phase are outlined in section 7.1.</p> <p>Appendix A9.5 provides the Scheme Traffic Management Plan, for which section 7.6 refers to Glasnevin. While the works will attract additional traffic to and from Glasnevin Station, the assessments of vehicle movement during the peak construction phase will add an average of approximately 50 additional daily movements each way to the existing traffic flows. The pre-construction planning and construction approvals process for Traffic Management at Glasnevin are set out 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, not just specifically at Glasnevin but broadly along the whole of the MetroLink route, and to maintain access to businesses and other premises. The Scheme Traffic Management Plan Appendix A9.5 section 7.6 refers to the traffic assessment undertaken at Glasnevin Station with the route to the M50 provided on Figure 7-22.</p> <p>EIAR Chapter 9, Traffic and Transport, section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestion is minimised. The Plan will include 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. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Chapter 9 notes that 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>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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16	3. Construction of Glasnevin MetroLink Station	37	<p>Section 3.2 Construction Period. Referring to EIAR Vol 5 App 5.5 Glasnevin Station Construction Report.</p> <p>The time scale for the construction of Glasnevin Station is 102 months. 8 and a half years. During this construction period, it is imperative that residents are protected from noise, vibrations, and dust, and that all disturbances are kept to a minimum, for the safety, health, and well-being of all residents and that vermin are properly controlled.</p>	<p>TII concur. The EIAR presents the proposed environmental protection measures to be implemented during construction.</p> <p>One of the key aspects of environmental control during the construction phase is the requirement for the appointed contractor to prepare a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order. 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 to ensure that acceptable limits are not breached.</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. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise & Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic & Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p>
17	3. Construction of Glasnevin MetroLink Station	37 and 38	<p>Section 3.2 Construction Period. Referring to EIAR Vol 5 App 5.5 Glasnevin Station Construction Report. Section 7.5.6.3.1 Working Hours Page 33.</p> <p><i>"The construction working hours differ from the proposed standard working hours at this location due to the interface with existing Iarnród Éireann infrastructure and live railway line and will require working to be carried out on a 24-hour a-day, seven days a-week basis for some activities. This has been assessed within the EIAR."</i></p> <p>TII's proposed construction-working hours model is strongly opposed due to the high density of the population in the area. A 24-hour-a-day, the seven-days-a-week basis for any construction activities will cause great distress to the health, and well-being of our residents. Strict times must be adhered to, to allow all residents a quality of life to enhance their well-being rather than constant construction work day and night, seven days a week.</p> <p>Should TII be allowed to work on the construction of Glasnevin Station round the clock, it will have devastating consequences for all residents.</p>	<p>The Pre-Construction planning for the preliminary design as assessed under the EIAR has provided for the majority of the works to be undertaken during standard working hours. However, for some construction activities, 7 day (dayshift only), and 24 hour 7 day a week works are necessary, but are limited to: tunnelling; construction works associated with Iarnród Éireann Rail Track possessions or blockades; and final station fit out works. The proposed working hours and planned activities for Glasnevin are set out in Table 5.5 of Chapter 5. Any changes to the proposed working hours at Glasnevin would have significant impact on the duration of the works.</p> <p>While recognising that works carried out outside of standard hours might cause concern to residents, the impact on the human health around Glasnevin Station as a consequence of the proposed works have been assessed and mitigations considered fully in the EIAR. The relevant chapters of the EIAR, for example Airborne Noise & Vibration Ch 13 and Air Quality Ch 16 provides information on the relevant assessments carried out and the impact mitigation proposed at this site. Chapter 10 of the EIAR sets out the human health impact assessment that predicts no residual effect on health at Glasnevin with the proposed mitigation measures implemented for noise (4m high hoarding).</p> <p>The Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan and Noise and Vibration Management and Control Plan (NVMCP) will be produced to include for specific working hour measures at sensitive locations. Both of these documents shall be prepared and submitted DCC for approval.</p>

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18	3. Construction of Glasnevin MetroLink Station	39 and 40	<p>Section 3.3 Green Alternative. Vegetation and Tree Clearance</p> <p>"There are a significant number of trees that will require clearing to allow for the construction of the proposed Glasnevin station as indicated in Figure 4.1. Refer to Chapter 15 (Biodiversity) of this EIAR for an assessment of biodiversity impacts arising from vegetation and tree clearance."</p> <p>All trees removed from the station site must be reinstated and should be increased in number to reduce noise and pollution and light pollution from major transport hub. The MetroLink is purposed to be a green alternative to chronic road congestion, yet the absence of trees, vegetation, green roof, and scrubs is sadly noted. It is imperative that Glasnevin Station is heavily surrounded by trees, to reduce noise and pollution.</p> <p>TII must:</p> <ul style="list-style-type: none">- Consider a living green roof on the station to soften its appearance. (Similar as shown at Dublin Airport - TII Diagram 14: AZ2 Location and Features - MetroLink Non-Technical Summary page 20) and use this green alternative at Glasnevin Station, to soften its metal and glass structure.- Reconsider the design of the evacuation and ventilation Shaft and related buildings, from its Berlin Wall lookalike construction to a more Victorian model in keeping with our local heritage.- Soften the appearance of the vast Shaft at Glasnevin Station with vegetation. Otherwise, it is an invitation for graffiti and littering.	<p>A total of 44 trees were recorded within the eastern section of the station boundary, where the Glasnevin Station is proposed. Within this location 15 trees need to be removal to facilitate the works . These are located adjacent to The Brian Boru public house. An Arboricultural Impact Assessment was carried out and can be viewed as Appendix 27.3 to the EIAR. This contains information on the existing tree conditions and the Arboricultural impact of the proposed Project. This is also assessed in Chapter 27 Landscape & Visual (Section 27.6.1) and a number of mitigation measures to reduce impact are outlined. These measures include:</p> <ul style="list-style-type: none">- Identification and retention of existing mature trees of good quality, through adjustment of the alignment, location of structures/buildings and the outline design of the proposed Project;- Specific proposals to ensure the effective retention of existing mature trees can include:- Protection and maintenance of tree root zones during construction;- In sensitive locations, residual landscape and visual effects may be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees;- 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 will be developed at detailed design phase. <p>The inclusion of measures to avoid, reduce and offset significant adverse landscape and visual effects forms an inherent part of the brief and design thinking of the various disciplines involved in the development of the design for the proposed Project. A major part of the landscape design for the project has therefore involved the identification and retention of valuable landscape assets where possible and feasible, across the proposed Project. This includes existing mature trees, historic pavings, railings and street furniture elements. These proposals include for example, the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design. In most circumstances however, the designed planting as proposed is more appropriately scaled to the pertaining landscape context and is invariably more biodiverse than the baseline planting lost. These aspects of the proposed Project go beyond the requirements of mitigation and are in effect improvements over and above the baseline, which may often be referred to as “enhancements”.</p>

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19	3. Construction of Glasnevin MetroLink Station	41 to 44	<p>Section 3.4 Cultural Heritage Figure 4.4: Plan Showing Properties to be Demolished and Site Area 4.5 Archaeology "There are no archaeological or cultural heritage assets assessed as being of Very High importance located within the proposed station area (see Chapter 25 of this EIAR). However, there are a number of architectural heritage constraints. These are detailed in Chapter 26 of this EIAR (Architectural Heritage), along with associated mitigation measures."</p> <p>Although TII perceives The Brian Boru pub, mentioned in Ulysses, as of no cultural significance the residents of this area profoundly disagree. The building is to be compulsorily purchased for the erection of the new Glasnevin Station. The Brian Boru is part of our local and national history which will be lost forever if. It is suggested that the front facade of the building be incorporated into the glazed and metal building, (completely out of character with our Victorian architecture) as part of our shared history. https://www.kingscross.co.uk/about-the-development (an example provide of how the Brian Boru Facade could be incorporated into a redesigned station)</p>	<p>TII recognise the importance of the Brian Boru public house from a cultural perspective. The slight negative impact due to its demolition considering the proposed mitigation follows the guidance in Guidelines on the Information to be Contained in EIARs (EPA 2022), and Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005) as is best practice and outlined in Chapter 26, Section 26.3.7. (ALG: suggest clarifying here that the reference to "slight negative impact" is a classification in the EIAR using EIA guidelines rather than TII's subjective opinion of the loss of the Brian Boru) and also in Chapter 25 Archaeology and Cultural Heritage, Section 25.3.7.</p> <p>As part of the proposed mitigation measures detailed in Chapter 26 (Architectural Heritage), the licensed premises are to be recorded by means of photography and written description to English Heritage level 3 prior to demolition. Level 3 is an analytical record and will comprise an introductory description followed by a systemic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building's appearance and structure to support an historical analysis.</p> <p>From a construction perspective the retention of the Brian Boru would be problematic. Physically the station structures cut right through the building with deep diaphragm walling and secant piling through this location. Once demolished this area is the entrance and exit to and from the site. This arrangement precludes retention of the Brian Boru facade. This entrance will have to be relocated a number of times to facilitate phased working on the site. Further constraints could make this unworkable. The proposed construction site is already very constrained and in order to carry out the works, multiple phasing of activities will be required. Minimal site office and welfare complexes can be located within the site area and offsite facilities will need to be procured to allow the works. Any further reduction in available area will impact on the constructability of this station. This has been considered in a number of areas throughout the EIAR such as Chapter 5 MetroLink Construction Phase, Chapter 7 Consideration of Alternatives, Chapter 11 Population & Land Use, Chapter 21 Land-Take, Chapter 25 Archaeology and Cultural Heritage, Chapter 26 Architectural Heritage and Chapter 27 Landscape</p>
20	3. Construction of Glasnevin MetroLink Station	43 and 44	<p>Section 3.5 Safety Measure at Glasnevin Station When constructed, Glasnevin Station will incorporate three railways, under one roof that must be managed to ensure the safety and the well-being of all residents living in the area and passengers travelling on these lines daily.</p> <p>TII must set out its security plans and respond to the following questions: 1. Will the station be gated or not? 2. Will security staff be present on a 24-hour monitoring basis? 3. How will anti-social behaviour and other safety concerns of residents in the vicinity be dealt with? 4. Will CCTV monitors be in-situ? 5. What are the opening and closing times of the Glasnevin Station?</p> <p>It is requested that TII should: - Put a cleaning contract in place to ensure the station and surrounding areas are free from litter and graffiti. - Look to European Metros to set out acceptable standards for the above issues.</p>	<p>Safety and security is a priority for MetroLink. TII will enable safe secure, accessible and inclusive travel though the provision of transport networks, systems and services that are resilient to future change.</p> <p>Chapter 4 Description of the proposed Project and Chapter 6 Operations and Maintenance outlines how MetroLink has been designed as an open system for passengers, so that people can walk through the station and onto the platforms without obstruction. The PSDs (Platform Screen Doors) will stop people accessing the track from the stations. Station doors / gates will be closed when the station is not operational. One of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation. The stations are not staffed 24 hours per day but the system is.</p> <p>Demand will vary through the day and week, with different service levels provided to meet varying demand. It is anticipated that services will operate between 05:30 and 00:30.</p> <p>TII will ensure stations are maintained throughout the operational phase with appropriate cleaning contracts in place. A detailed maintenance plan will be developed for the whole project by the operator, in accordance with the regulations and good industry practice, to encompass all the railway assets including the rolling stock, track, tunnel sections, stations, landscaping and boundaries.</p>

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21	3. Construction of Glasnevin MetroLink Station	44 and 45	Section 3.6 Community Space within Glasnevin Station. Glasnevin Station will take a minimum of 102 months to construct causing a huge negative impact on our community. The Brian Boru public house is to be compulsorily purchased and demolished to make way for Glasnevin Station. When the Station is complete it is, therefore, requested that TII make a community area available, within the station for residents, where they can enjoy social gatherings and a shared sense of community.	As outlined in response 19 above, this area will be used as an access and egress into the station and as such a community space to replace the Brian Buru public house does not form part of the MetroLink Railway Order Application.
22	3. Construction of Glasnevin MetroLink Station	45 and 46	Summary: The Planning officer is asked to ensure the following is observed by TII in the construction and operation of MetroLink's Glasnevin Station. 1. No other area will be as impacted as Glasnevin (Hart's Corner), Dalcassian Downs, Prospect ACA, and the immediate surroundings during the construction of Glasnevin Station and tunnelling underneath our ACA. 2. Because of the major upheaval to accommodate number 1, certain regulations must be in place to make life bearable for residents. 3. There will be no 24-hour-a-day work schedule at Glasnevin Station. 4. That the route to the M50 be changed so HGVs will not travel through residential areas but rather on a duel carriage way to reach the M50. 5. That during the construction period of 102 months minimum, every care is taken to reduce noise, dust and disruption to residents living in this highly populated area. 6. That Glasnevin Station and the Shaft, have all trees replaced and increased to reduce noise and pollution. That the Glasnevin Station roof be green, similar to Dublin Airport's Metro roof. 7. That the demolished Brian Boru's facade is incorporated into the ultra-modern glass and metal Station to preserve our shared history. 8. Glasnevin Station is the largest station on the purposed MetroLink. This station will bring three railways into one and will see thousands of passengers pass through each week. TII must ensure that all measures are taken to safeguard residents and passengers against anti-social behaviour and other problems a major railway station can attract. 9. A gated station is preferable with security staff employed on a 24-hour a-day, seven-days-a-week rota. 10. That cleaning of the station and any possible graffiti is removed immediately. 11. That once the station is complete, a community area is made available for residents who have lost their local public house and community accommodation, which Brian Boru catered to for many decades.	These summary issues are covered in detailed responses (1) to (21) above.
23	Section 4. Substratum Land Take and its Impact	46 and 47	Section 4.1 Information on Land take. BOOK OF REFERENCE OF LANDS THAT MAY BE ACQUIRED - Page 192, Description Substratum of land Situation Under 48 Prospect Avenue. Volume 3 - Book 3: Material Assets, Waste and Materials Management, Cultural Heritage, Landscape and Risk Chapter 21: Land Take. Acquisition of land - (Land Take - Substratum) - Under what Authority or Act can TII propose to acquire the land underneath my property, owned in Freehold, for the purpose of running MetroLink?	EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the ‘Act’) upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety. Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf

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24	Section 4. Substratum Land Take and its Impact	48 and 49	<p>Section 4.1 Information on Land take. Chapter 21 - EIAR Pages 50-52 "Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and on Figure 21.1. "</p> <p>On the map provided to me by TII, my property ID no. ML B5 - 002 - B120, shows the Substratum Land Take of the soil underneath my property, measuring approximately 15 meters. TII did not provide me with answers to questions emailed during this time, as to the exact depth, width, and reason why this land is required and for what purpose.</p> <p>Although TII furnished me with a simple map of the 15-meter Zone of settlement, directly underneath my property, no detailed maps have been given. The engineers assisting affected stakeholders RINA and other parties working alongside this development have been furnished with detailed maps showing possible risks to properties, soil settlement, and other impacts on property owners, while the owners themselves have received only a brief outline of the Land take and the briefs possible risk.</p> <p>TII must adhere to the legal restraints of acquiring land if they wish to acquire the privately owned Substratum land underneath my property.</p> <p>Once exact measurements are given, of the proposed land take acquisition, and detailed reasons for its use, TII must therefore offer compensation, to acquire the said Substratum land, underneath my property.</p>	<p>The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. of the EIAR Chapter 21 (Land Take). Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states: ‘The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant’.</p> <p>For MetroLink project, the depth of tunnel will vary along the route but it is expected that the average depth will be approximately 24m from ground level to track level. In the vast majority of cases the subsoil can be acquired without affecting the above ground property.</p> <p>The details requested for 48 Prospect Avenue property are shown on the individualised property details plan (please refer to Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03148, ML4M-U66):</p> <ul style="list-style-type: none">• Ground level to crown of tunnel (m) - 17.2• Ground level to track (m) - 23.9 <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and or temporary acquisition.</p> <p>Compensation will be provided through the Compulsory Purchase Order (CPO) process. Details are set out in the LAS (Land Acquisition Strategy) regarding the arrangements proposed for the provision of information and assistance to owners and occupiers of land required for the construction and/or operation of the MetroLink project whether or not the occupier has any interest in the land which may be subject to a compulsorily acquisition.</p>

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25	Section 4. Substratum Land Take and its Impact	49 and 50	<p>Section 4.2 EIAR Minimum information of Substratum Land take. From Chapter 21 EIAR - Land Take pages 50-52</p> <p>2. Land take: "Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and are clearly outlined within this Chapter.</p> <p>Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. A permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and in Figure 21.1.</p> <p>This Chapter describes the baseline conditions associated with land take, examines the predicted impacts associated with both the construction and operation of the proposed Project and where impacts cannot be avoided, proposes mitigation measures, and identifies residual impacts following the implementation of mitigation measures."</p> <p>Although TII states in the above Chapter, that Land takes 'are clearly outlined within this Chapter', this is not the case. - The charts outline the land take and possible damage to our properties starting at Whitehall and skip over all privately owned properties to Dalcassian Downs. - There is no information regarding privately owned properties and the impact MetroLink will have. - Although the request for information was sought from TII, none was forthcoming before the date for Submissions closed.</p>	<p>Chapter 21 refers to Land take impacts that include the permanent and temporary acquisition of legal interest(s) in property and Section 21.3.5 refers to the Appraisal Method for the Assessment of impacts to properties. In the case of your property at 48 Prospect Ave, and whilst acknowledging its location within an Architectural Conservation Area that will require action by TII referred to elsewhere in this response, the Criteria for Baseline Categorisation assessed the property amongst others impacted by Substratum acquisition as "very low".</p> <p>All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application, and for 48 Prospect Ave this is referred to as property reference ML-4M-U66, on Plan No. ML-P 304 M-N.</p> <p>Please note that your individualised Property Pack was issued to you by letter ref CAP_ML_0107_05 by letter dated 20th Sept 2022.</p>	
26	Section 4. Substratum Land Take and its Impact	51 and 52	<p>Section 4.3. Substratum Land Take - Valued at Nil 21.5.2.4 Substratum Land Take The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. The total area of substratum land take is 325,388m2. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. The baseline rating for substratum land take has been considered to be 'Very Low'. Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states; 'The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'. 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. This assessment is detailed in Appendix A5.17 of the EIAR (Building Damage Report) and summarised in Section 5.4.11 of Chapter 5 (MetroLink Construction Phase).</p> <p>Although TII has not informed me of the proposed LOD and valued the land 'lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'. The value of the land underneath my property may be valued as 'nil' by the TII however, I am the owner of the land and as such must be consulted and compensated should the land be granted acquisition.</p>	<p>Please refer to responses (1, 24 and 25) above.</p>	
27	Section 4. Substratum Land Take and its Impact	52	<p>Section 4.3. Substratum Land Take - Valued at Nil 21.7 Residual Impacts <i>The most significant land take impacts are those associated with permanent acquisition. Although the compensation scheme for compulsory purchase will financially recompense landowners, it is recognised that the residual impact will remain profound for many owners, particularly of residential properties.</i> Chapter 21 Volume 3 - Book 3. This statement must be taken into consideration during the compensation process.</p>	<p>Please refer to responses (1, 24) above.</p>	

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28	Section 4. Substratum Land Take and its Impact	52 and 53	<p>Section 4.4. Land take CPO & Compensation. NA29N. 314724. Page 64. of Chapter 21 - EIAR.</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and/or temporary acquisition. Compensation will be provided through the Compulsory Purchase Order (CPO) process. In exercising compulsory purchase powers, TII will need to have demonstrated to An Bord Pleanála that the extent of the compulsory acquisition is proportionate to the public interest in the scheme, that the properties in question are suitable and necessary for delivering the project, and that alternatives to the acquisition of the properties in question have been considered in accordance with the compulsory purchase code.</p> <p>Volume 3 - Book 3: Material Assets, Waste and Materials Management, Cultural Heritage, Landscape and Risk Chapter 21: Land Take.</p> <p>...reasonable steps should be taken to acquire all rights and interests in land included in the Railway Order in a fair and equitable manner. CPO powers are based on legislation enacted by the Oireachtas, such as the Housing Act 1966, and the Planning and Development Act 2000, the Planning and Development (Strategic Infrastructure) Act 2016 and legislation that predates the foundation of the state including the Land Clauses Consolidation Act 1845, 1919 Act Acquisition of Land (Assessment of Compensation). Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2020) which can be found on-line at: https://www.metrolink.ie/assets/downloads/MetroLink_CPO_Guideline_Doc_FinApp_310820.pdf</p> <p>The above, as with several other links, do not open and if they do, have no information.</p>	<p>The correct link is provided within on the MetroLink.ie site under "your property" drop down menu in the document Compulsory Purchase Order (CPO) Guidelines September 2022 https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</p>
29	Section 4. Substratum Land Take and its Impact	54	<p>4.5 An Bord Pleanála Acquisition of Land.</p> <p>In regards to the proposed acquisition of the land underneath my property, An Bord Pleanála states:</p> <p>NA29N. 314724</p> <p>Compulsory acquisition of land cases under various enactments for developments which are classified as strategic infrastructure development. Any separate compulsory acquisition cases which are for the purpose of facilitating a proposed development which is a strategic infrastructure development are also classified as strategic infrastructure development (see compulsory acquisition cases above). Note that any proposals for compulsory acquisition of land for the purposes of a proposed road scheme (as defined in section 47 of the Roads Act 1993) or railway works the subject of a railway order are incorporated in the relevant road scheme approval application or the relevant railway order application.</p> <p>Claims for Costs</p> <p>The Board has the power to award a contribution towards reasonable costs incurred by any person appearing at an oral hearing, relating to compulsory acquisition of land cases by the local authority involved. The award of costs will depend on the outcome of the particular case and will generally only be paid to those who are directly affected by the compulsory acquisition of the land in question. The Board has the power to decide what costs are reasonable and can decide to award all, some or none of the costs requested by the participant.</p> <p>Before the Railway Order is permitted to run MetroLink underneath my property, full compensation must be agreed between both parties.</p>	<p>Please refer to responses (1, 24 and 25) above.</p> <p>A Land Acquisition Strategy (LAS) has been prepared by TII. The strategy sets out the approach that MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.</p> <p>It provides the affected parties with a clear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide. The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.</p>

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30	Section 4. Substratum Land Take and its Impact	55	<p>4.6 Land Acquisition Strategy.</p> <p>21.6.1.3 Land Acquisition Strategy</p> <p>A Land Acquisition Strategy (LAS) has been prepared by TII The strategy sets out the approach that MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.</p> <p>It provides the affected parties with a dear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide.</p> <p>The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.</p> <p>There has been no communication from TII regarding the 'acquisition process' or any 'engagement with all affected parties'.</p>	<p>Please note that your individualised Property Pack was issued to you by letter ref CAP_ML_0107_05 by letter dated 20th Sept 2022.</p> <p>Please refer to responses (1, 24 and 25) above.</p>
31	Summary of Section 4	55 and 56	<p>- As the owner of a freehold property, by law, I own the soil beneath my property to the centre of the earth, and above my property to the sky.</p> <p>- The Planning officer is asked to observe An Bord Pleanála's own directions regarding the compulsory acquisition of land and to compensate me for any land take by TII.</p> <p>- That TII make available information outlining compensation. The link provided by TII contains no information.</p> <p>https://www.metrolink.ie/assets/downloads/MetroLink_CPO_Guideline_Doc_FinApp_310820.pdf</p> <p>- That TII communicate fully with me regarding their purposed substratum land take, responding to all my questions emailed, which they never answered. These questions regard under whose Authority or Act they can CPO the land underneath my property. Also, the depth, width, and reasons for their land take.</p>	<p>Please refer to responses (1, 3 24) above.</p> <p>Please note https://metrolink_cpoguideline_final_september-2022.pdf</p> <p>Where TII have to undertake permanent underground works to either construct the main tunnel, connection tunnels or their structures, the area of subsoil surrounding these works will need to be compulsorily acquired as referenced in Chapter 21 Land Take</p>
32	Section 5. Conclusion	56 and 57	<p>As the owner of the above property, inherited from my parents and grandparents before them, I ask that An Bord Pleanála put strict guidelines in place to protect my Architectural Conservation Area (ACA) property.</p> <p>Although I am not against MetroLink and welcome a green alternative to traffic congestion, I do object to MetroLink tunnelling and operating beneath my property and the properties within the ACA.</p> <p>It is imperative that all due care is given to property owners and that the POPS guarantee scheme is increased from 1 to 10 years, minimum.</p> <p>That the design of the Glasnevin Station incorporates the Brian Boru pub and that the Shaft is redesigned or softened with vegetation.</p> <p>That compensation is paid for land take and explanations given for its use.</p> <p>The Planning Officer take note that up to a week before the Observation cut off time of 25.11.22 - TII was still uploading information to its site regarding the construction and operation of MetroLink, which is grossly unfair to stakeholders who were given a mere 6 weeks to make their Observations.</p>	<p>Refer to responses above.</p>