

Submission No.			143	
Organisation Name or Name of Submitter			Johann Harty (resident - 3A Mobhi Road, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Intended application by NRA [operating as Transport Infrastructure Ireland] for Railway [MetroLink- Estuary to Charlemont via Dublin Airport] Order [2022]				
1	Letter	1	I have received an information pack from Transport Infrastructure Ireland (TII) in relation to their application for the above reference MetroLink. Their application includes the acquisition of Substratum land beneath our property. While I support the proposed MetroLink, I have concerns in relation to the potential structural damages that may occur to our property during the construction stage.	<p>While acknowledging your support for the Project, TII thank you for your submission and for sharing your concerns with regards to the MetroLink project to which we have responded below.</p> <p>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>EIAR Appendix A5.17 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 - 163), as one of the representative properties selected, has been assessed as falling within the '<i>Negligible</i>' 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>As your property is within the negligible category no further assessment beyond the Phase 2a Building Damage Assessment is required.</p> <p>Appendix A5.17 Appendix C contains the predicted settlement contour drawings. Sheet 20 of 30, drawing ML1-JAI-EIA-Rout_XX-DR-T-21140 refers to the tunnel alignment relevant to your propoerty.</p>
2	Letter	1	I would therefore request that TII indemnify us against and structural damage or any loss of Rental income that is caused as a direct result of this development being approved and going ahead.	<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>

Submission No.			143	
Organisation Name or Name of Submitter			Johann Harty (resident - 3A Mobhi Road, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Intended application by NRA [operating as Transport Infrastructure Ireland] for Railway [MetroLink- Estuary to Charlemont via Dublin Airport] Order [2022]				
3	Letter	1	In the case of my wife's Healthcare business at 3a St. Mobhi Rd, any loss of income or disruption to her business as a direct result of this development been approved and going ahead I would request similar indemnity to be in place.	<p>Please refer to response item (2) above related to POPS, however it is important to note that this scheme is only applicable to residential properties and not for commercial buildings.</p> <p>TII acknowledge your concerns regarding any potential impact on your wife's healthcare business. Your property is approximately 280m from the southern boundary of the proposed construction compound at Albert College Park and therefore the direct impact from the shaft construction activities will be negligible. Traffic management plans have been developed to minimise the impact of the Project on road users, and to maintain continual access to residential properties and businesses. A hierarchical approach has been adopted, with pedestrian, cyclist, public transport and commercial needs provision taking priority over private vehicles. Whilst increases in traffic flow and driver delay are expected, there are no proposed diversions for local movements at this location and therefore disruption will be minimised.</p> <p>In very sensitive areas, such as the City Centre, 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. See EIAR Chapter 11, Population and Land Use, section 11.6.1.2 detailing construction activity mitigations for the population in general including those for economic activity.</p> <p>The Construction Noise and Vibration Management Plan will set out a detailed analysis of each construction compound relating to noise levels, durations and number of properties impacted and the planned approach for managing same. Prior to any construction work commencing on any of the main work sites a detailed acoustic impact assessment will be undertaken which will involve a baseline noise study, model of the contractors final site layout, plant and equipment models, numbers and on-site location and the inclusion of all available on-site noise control measures</p>
4	Letter	1	I am presently negotiating with potential purchasers for my property. I therefore do not want potential building works to compromise this sale.	MetroLink will necessitate construction/ building works, however once complete it is anticipated that MetroLink will enhance the value for business and private properties.
5	Letter	2	If TII are not willing to indemnify us against any structural damage, loss of income, loss of sale of property due to this development been approved or work commencing we therefore object to the project.	Please refer to response items (2) and (3) above related to POPS and compensation for loss of income, and response item (4) in relation to the sale of your property.