

Submission No.			168	
Organisation Name or Name of Submitter			Lesley Hewson (6 Prospect Square, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Observation relating to An Bord Pleanála Case Reference Number: NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022], as it relates to my home at 6 Prospect Square.				
1	Letter	1	<p>The house is quite old, it was built in 1905/6 and stands on very shallow foundations on boulder clay as we have been informed by the IEE. There are underground waterways known as the Cemetery Drain to both the front and back of the houses here. As I have no idea what the effect of drilling is likely to have on the ground on which the ACA is built I will have to look hard at where I carry out any other work on the house for the foreseeable future. While the IEE has been helpful in explaining the different phases of assessing houses for potential damage, I don't know if my house will be included in a meaningful way in these assessments. If it is not included, and damage does ensue- and we should remember that far more robust houses in Marino were damaged by tunnelling there - then I possibly face many years of trying to get the State to acknowledge that responsibility, similar to residents in Marino. Given that I am 61 now I might be an elderly woman while still trying to deal with this. Such legal matters could potentially last a very long time into my old age.</p>	<p>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 Ref B - 141, one of the representative properties selected which is located approximately 80m east of your property, 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. As your property is approximately 80m from the central tunnel alignment, lesser impacts are expected.</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 28, drawing ML1-JAI-EIA-Rout_XX-DR-T-21140 refers to the tunnel alignment relevant to your property.</p> <p>Information regarding relocation and financial compensation related to the proposed Project is provided in Chapter 11 (Population & Land Use) and Chapter 21 (Land Take) of the EIAR.</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. However, as your property is approximately 80m from the centre tunnel alignment, and therefore will have negligible impacts, you may not be eligible for this scheme.</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>

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2	Letter	1 and 2	I am aware that damage occurs to properties throughout the world during drilling and that a certain amount of 'collateral damage' is inevitable. We can't make omelettes without breaking eggs of course. Nevertheless, given that the State has already spent in the region of €88m on this project and many billions more should it go ahead, then I am left wondering why it is the people who are going to live with the mess and the inconvenience and indeed the worry who are also expected to fully accept all risks to their property arising from the construction of a piece of infrastructure that is to benefit the entire nation. Given the scale of the spending on this project I suppose I am trying to figure out why it is the people who live, or own businesses close to the alignment, not directly above it, are the ones required to bear such a significant risk and why they, of all the myriad groups involved in a mega-project should be seen as an unnecessary cost while huge amounts of money are made available for its every other aspect!	<p>Please refer to response item (1) above in relation to predicted impacts to your property. As noted, your property is approximately 80m from the centre tunnel alignment and therefore negligible impacts are expected.</p> <p>TII acknowledge the concerns you may have around the potential impact to your property during the construction of MetroLink. However, the various assessments and mitigation measures proposed in the EIAR raise only one slight negative impact for your location relative to the Project in relation to traffic management. The traffic assessment during the construction phase, as set out in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.6 indicates an average of 50 construction vehicle movements to and from Glasnevin Station site per day during the main construction phase. The main HGV routing proposed to and from Glasnevin Station is along the Finglas Road (to the east of your property) to Junction 5 of the M50 (see Figure 7.22 of Appendix 9.5). The detailed work undertaken in the EIAR for Railway Order indicates that this will result in a slight increase in traffic flows in the area.</p>
3	Letter	2	I therefore ask that ABP give full consideration to the provision of a very thorough risk assessment process for vulnerable properties, not just as is currently provided in the obvious place above the alignment and the zone of inclusion, but also for those further away from the line but who are realistically at risk also due to the type of ground and the age and structure of the property they own.	<p>Please refer to response item (1) in relation to the predicted impacts to your property during the construction of MetroLink, and the compensation offered by TII to affected properties.</p> <p>Where a property has been identified in the assessment as impacted by the planned tunnelling operation, a programme of ground movement monitoring will be implemented. The Airborne Noise and Groundborne Noise Mitigation Policy (Appendix A14.6) sets out the construction mitigation measures to be implemented.</p>
4	Letter	2	I also ask for enhanced monitoring of the drilling process when that occurs in vulnerable areas to allow corrections to be made that minimise damage and disturbance of the ground. Finally I ask for continued and prolonged monitoring of ground settlement after drilling has taken place so that problems can be addressed in a timely manner.	<p>Please refer to response item (3) above in relation to the mitigation for noise and vibration impacts.</p> <p>Appendix A5.1 Outline CEMP details the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout construction. Documents such as the Blasting Plan (including monitoring) and the Construction Noise and Vibration Management Plan will be provided by the contractor(s) and incorporated into the detailed CEMP.</p> <p>Mitigation and monitoring will be carried out in accordance with the requirements of the EIAR and Natura Impact Statement so that construction activities are undertaken in a manner that does not give rise to significant negative effects. Suitable monitoring programmes will need to be developed, implemented, documented and assessed in accordance with the specification outline in the detailed CEMP(s). The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. The contractor(s) will be required to inform TII of any exceedances of criteria.</p>