Submission No.	209
Organisation Name or Name of Submitter	Nigel Mallen (23 Daneswell Road, Glasnevin)

Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Email: MetroLink-Estuary to Charlemont Case number ABP-314724-22				
1	Noise	2	I object to the granting of planning permission because of the noise levels, both groundbourne and airborne, that will be generated during the construction/tunnel boring phase of the construction and during the ongoing operation of any metro trains thereafter.	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) and the operation of MetroLink. All of which have been assessed and reported in the EIAR and are summarised below. With the 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, or risk to the integrity of your house. Construction Phase – Airborne Noise and Vibration EIAR Chapter 13 Airborne Noise and Vibration, Table 13.61 summarises the potential significant construction noise impacts from the construction of the proposed Griffith Park Station. With your address being in excess of 200m from works at Griffith Park Station no significant impact from airborne noise is predicted. Construction Phase – Groundborne Noise and Vibration EIAR Chapter 14 Groundborne Noise and Vibration, Appendix A14.5 presents the predicted groundborne noise levels during the construction phase of the project for 23 Daneswell Road: • The predicted level of groundborne noise during TBM passage is 51 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 2-week duration of TBM passage. • The predicted level of groundborne vibration during TBM passage is 0.3 ms-1.75 day and 0.252 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 and its occupants. Unfortunately, there are no effective methods available to reduce groundborne noise 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 as detailed in EIAR Appendix 5.1 - Outline Construction Environmental Management Plan (CEMP), Section 6.2, Table 6.2. 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. 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. 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. Operational Noise and Vibration During railway operation the predicted groundborne noise at 23 Daneswell Road is 40 dB LASmax, as shown in EIAR Appendix A14.5, Section 14.4 (pg29) which does not exceed the threshold level of 40 dB LASmax, indicating no significant impact to building occupants during railway operation. However, as the output value of the model is borderline, between two assessment criteria, TII are happy to engage with the residents to identify suitable mitigation mesasures in the context of those outlined in the EIAR Chapter 14 and the Airborne Noise & Groundborne Noise Mitigation Policy. The predicted VDV during railway operation is 0.014 ms-1.75 (VDV day) and 0.008 ms-1.75 (VDV night). Both of these vibration values are well below the VDV Threshold Levels of 0.8ms-1.75 (VDV day) and 0.4ms-1.75 (VDV night) indicating no significant impact for the building or for residents of this address.
2	Vibration	2,3	I object to the granting of planning permission because of the vibration levels, both groundbourne and airborne, generated during the construction phase and the ongoing operation of any metro trains thereafter.	Please refer to Response (1) above related to noise and vibration.

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3	Potential damage to my home	3	I object to the granting of planning permission for this project due to the potential damage to my home during the construction phase and during the ongoing operation of any metro trains thereafter. There is the potential for considerable damage to my home during the construction phase and ongoing operation of metro trains.	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 with information included in EIAR Appendix A5.17 Building Damage Report. The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The assessments include for some specific buildings and representative assessments for other general types of buildings along the route and 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 property Ref B - 244, as one of the representative properties selected similar to your property, has been assessed as falling within the '*Very Slight*' 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. 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. 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. . 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/en/your-property/property-owners-protection-scheme/
4	Substratum	3	I object to any acquisition of the substratum of land under my home. I do not consent to the acquisition of the substratum of land under my home.	The 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. Where a property owners interest is acquired compulsorily, compensation will be provided in accordance with the compensation code. 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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5	Electromagnetic and stray current	3	I object to the granting of planning permission due to electromagnetic and stray current effects of the operation of an electric metro train system under my home.	Elements of MetroLink can act as sources and propagators of EMI (Electromagnetic interference). However the levels of EMI generated will not in any way impact on residential properties as MetroLink will comply with the requirements of the European Directive on Electromagnetic Compatibility (2014/30/EU) (European Union, 2014b), and European Standards EN 50121 (Parts 1-5) (CENLEC, 2017), which address railway EMC. In addition, all electrical and electronic products (that would be typically used in the home) in the EU must comply with all applicable directives which include the above EMC Directive, the Low Voltage Directive (2014/35/EU)(European Union, 2014e) and the Radio Equipment Directive (2014/53/EU) (European Union, 2014d). This means that EMI levels generated by MetroLink will be controlled and will not occur at levels that effects standard electrical appliances. Refer to EIAR Chapter 12: Electromagnetic Compatibility and Stray Current for details (section 12.4.1). Having regard to stray current, the proposed Project will be designed to ensure that there is no potential for significant effects arising on nearby buried utilities. These available measures include the use of a stray current collector system, adjustment of the power supply system, improvement of the return circuit (high conductivity in the rails) and isolation of the return circuit from ground (rail-to-earth resistance). Refer to EIAR Chapter 12: Electromagnetic Compatibility and Stray Current Section 12.10.5.
6	Hydrology and hydrogeology	3,4	I object to the granting of planning permission for this project due to the potential effects on the hydrology and hydrogeology under my home.	The closest surface water resource (River/stream) to your property is the Tolka river. The proposed MetroLink route crosses beneath the Tolka River at St Mobhi Road in tunnel approx. 6m beneath the river, between Griffith Park and Glasnevin stations. Chapter 20 Hydrology of the EIAR assesses potential impacts on surface water resources i.e. rivers and streams. As outlined in Table 18.24 of Chapter 18, there are not predicted to be any impacts during the construction or operational phase. As a result, there is no effect on hydrology that would impact your property. Having regard to Hydrogeology (groundwater) a full assessment of the potential effects of the construction and operation of MetroLink are presented in Chapter 19 of the EIAR. Potential effects in this area during the Construction Phase is dewatering (from either drawdown or water quality effects) during the station construction at Griffith Park. However, the analysis presented within this chapter has identified this potential effect as 'Temporary Imperceptible to Not Significant' in this area. It is considered that there is no perceptible effect on groundwater body status or habitat requirements here. Dewatering at the Griffith Park Station during works will be temporary only with the anticipated radius effect of dewatering reducing as the station construction progresses towards full perimeter and base seal (i.e. full watertight conditions). Refer EIAR Chapter 19, Hydrogeology, Table 19.33 and 19.4 and section 19.5.3.5.2, Griffith Park.
7	Topography	4	I object to the granting of planning permission for this project due to the topography of the area in which my home is located and under which it is proposed to tunnel for the proposed Metrolink. The topography of the land in the area is such that the land slopes downwards from the Phibsboro area towards Glasnevin. I live at the aforementioned address on Glasnevin which is at the lower end of the slope. All of the issues that I have mentioned would be exacerbated by my home being so close in depth to the tunnel for the proposed Metrolink.	The assessments undertaken are based on the cover from the top of the tunnel to ground level at your location, as indicated on the MetroLink Alignment Long Section drawing for this part of the route (see Railway Order Plans\Drawings, Alignment Drawings, Alignment Details Book 1 of 2). Please also refer to Response (3).