

Submission No.			275	
Organisation Name or Name of Submitter			Sarah Meredith (35 The Court, Dalcassian Downs, Glasnevin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin- Observation on a Strategic Infrastructure Development Application				
1	Objection to MetroLink	3	The initial plans published by TII for Metrolink in 2018 was for the compulsory purchase and demolition of the apartment block I live in so to make space for a metro station and tunnel. This notification caused enormous shock to me and has had a huge and lasting effect on my mental health as it still feels like I am losing my home where I thought I was safe, secure and solid in the future I had there. Following significant objections to these plans, TII made changes to the design plan and the new proposal put forward was to build a metro station underneath my block which supposedly is a reprieve from demolition of the block. But I want to be clear on my opinion of this - it is in some ways worse than demolition - because it brings a new set of issues and together these issues form the basis of my objection.	<p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below.</p> <p>TII wish to reaffirm that the proposal for the station does not involve the demolition of The Court Apartments, nor will the Glasnevin Station be built underneath the block, however the MetroLink tunnels are to be constructed beneath this block.</p> <p>TII acknowledge the concerns you may have around your property, and have responded to these below.</p>
2	Objection to MetroLink	3	In the event of a train station being built underneath my apartment block it would mean I would potentially remain living here on a building site watching as the beautiful, peaceful and secure locality and surrounds and apartment I love are ripped up and swapped for radical noise issues, air pollution, massive increases in footfall, and permanent - but as yet unknown - impacts to the foundations of my building. I could also face the heartbreak of having to move out of the block during works - a scenario that has been mentioned by TII. Ultimately, I believe that the area would never be restored to what it once was. It all just makes me feel like my rights as a human being, an Irish citizen and a homeowner are being trampled on and while still incomprehensible to me that strangers seem to have a right to tell me that I no longer have any rights at all. At the moment I feel a bit trapped and feel like the option to sell up and move out to get away from all of this is not open to me, although ultimately selling up is absolutely not something I want to do.	<p>As stated in response item (1) above, none of the Glasnevin station elements will be built underneath any of The Court buildings, the tunnel will however be constructed beneath your block. TII are aware of the impact construction will have on you and have undertaken the assessments as outlined below. These are summaries of the EIAR and included for reference, but for clarity TII confirms that it does not intend to demolish this block.</p> <p>TII acknowledge the concerns you may have around your property, and recognise that residents of The Court face some disruption. However, the design of the Project has been developed to minimise the impacts on residents and other members of the public as much as possible. Chapter 31 of the EIAR presents a summary of the route wide mitigation and monitoring proposed in order to reduce the severity of impacts. Please refer to response item (5) below in relation to the reinstatement of and improvement to the public realm following the completion of construction.</p> <p><b>Noise and vibration</b> The construction noise impact is assessed and presented in EIAR Chapters 13 (Airborne Noise and Vibration) and 14 (Groundborne Noise and Vibration).</p> <p>Airborne noise impact on 35 The Court apartment is assessed as being Significant to Very Significant as the noise levels are above the threshold level of 65 dB, as shown in EIAR Chapter 13 (Airborne Noise &amp; Vibration) Table 13.62 and Table 13.63. As a result, general noise control mitigation measures will be implemented and specific measures such as including 4m high hoarding to the north, south, east and west construction boundaries for the Glasnevin compound as described in Chapter 13, section 13.6.1.</p> <p>Residual construction noise levels, that take into account these mitigation measures, for 35 The Court apartment are shown in EIAR Chapter 13, Table 13.87. For some activities the construction noise level remains above the NI (Noise isolation) or TRH (Temporary Rehousing) trigger values, and the TII Airborne and Groundborne Noise Mitigation Policy will be implemented where eligibility has been established. This will reduce the impact to moderate.</p> <p>Groundborne noise and vibration impact during construction on 35 The Court apartment could arise from Tunnel Boring Machine (TBM) Passage and Mechanical excavation and are set out in the EIAR Appendix 14.5. The predicted noise value for TBM Passage at 35 The Court Apartment is 49 dB, above the threshold of 45 dB, resulting a very significant impact on residents for the limited duration during TBM passage. Vibration during TBM passage is predicted to be 0.263 ms<sup>-1.75</sup> VDV, which is below the threshold of 1 ms-1.75 VDV for human response, resulting in no significant impact. Unfortunately, there are no effective methods available to reduce groundborne noise from TBM passage at source, but noting the relatively short duration of this noise impact of up to two weeks as the TBM passes. TII will liaise with the residents to ensure the timing of these impacts are known.</p> <p>The noise value for Mechanical excavation of the station at 35 The Court apartment is 40 dB equal with the threshold of 40 dB, resulting a significant impact on residents. As a result, mitigation measures will be used to further minimise the impact as described in EIAR Chapter 14, section 14.5.1.3.</p>

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			Response (2) continued.	<p><b>Air Quality</b> As presented in EIAR Chapter 10 (Human Health) when the dust minimisation measures detailed EIAR Chapter 16 (Air Quality), section 16.6.1.1 Construction Phase Dust Mitigation Measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and to pose no nuisance to human health, and there will be no residual Construction Phase dust impacts (Chapter 16, section 16.7.1).</p> <p>The Construction Phase of the Air Quality assessment, as detailed in EIAR Chapter 16 (Air Quality), identifies a generally negligible or slight negative impact on air quality in the vicinity of the proposed project during the Construction Phase post mitigation. No exceedances of air quality standards are predicted, therefore, no significant adverse human health impacts are predicted.</p> <p><b>Footfall</b> As presented in Chapter 3 (Background to the MetroLink Project), the proposed Project will by way of modal shift and by taking significant volumes of passengers movement underground, support the transformation of the surface level urban environment, making it more attractive for people to engage with. In recognition of the potentially complex routing and road crossing behaviour at this site, a VisWalk model was produced for the area surrounding the station, as presented in Appendix A9.2-G Traffic and Transport Assessment Glasnevin Station. The modelled layout includes the main roads and streets around the station. In summary, the microsimulation model for Glasnevin for the AM peak hour illustrates the high demand for the interchange from DART to the Project, as well as from Phibsborough and the surrounding roads. Analysis of the model indicates that the network operates with an acceptable Level of Service in both the AM and PM peak periods.</p> <p><b>Damage and Settlement</b> As state above, the calculated vibration levels are below the threshold for structural damage for any building type.</p> <p>In EIAR Appendix A5.17 Building Damage Report, Table 5.2, The Court apartment building assessments to date indicate that the building falls into the Negligible damage category and hence further assessment is not required. That said, due to the building being a “Case A: it is on shallow foundation and is within a distance from a retained cutting, shaft, or box equal to the excavated depth of superficial deposits or 50% of the total excavation depth” it has been designated "special" and hence a further assessment will be undertaken by the main works contractor. This further assessment will pick up on the building's condition close to the time when the building will be impacted. As assessments to date are considered moderately conservative and therefore it is likely that future assessment will reduce still further the predicted impacts.</p> <p>Where residual construction noise levels remain above the NI or TRH trigger values, TII Airborne and Groundborne Noise Mitigation Policy will be implemented with further control measures as Noise Insulation (NI) or Temporary Rehousing (TRH). The details of this policy are given in EIAR Appendix A14.6 Airborne Noise &amp; Groundborne Noise Mitigation Policy.</p> <p>The CNVMP (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. It is reiterated again that 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>
3	Practical issues that would arise if I decided to sell up	4	1. Property prices have risen since I bought in 2013 and a property fully comparable to mine (same size, features, amenities, location etc) would now be out of my reach financially 2. I am 48 years old now and a mortgage over a shorter term would not be affordable (e.g. if I worked until age 60 that would mean I have 12 years left in my working life) 3. As I would no longer be a first-time buyer, schemes to assist first time buyers would no longer be available to me 4. I no longer have enough savings for a deposit and don't know how I would come up with that amount of money again 5. How would I bear the costs associated with moving such as legal, estate agents, relocation, travel/commuting, etc.?	There is currently no evidence to indicate that property values will be negatively impacted during the construction of MetroLink . Compensation will be available to properties where a property interest is required either permanently or temporarily and in such cases affected parties will be compensation in accordance with the compensation code. The MetroLink Airborne and Groundborne Noise Mitigation Policy addresses special circumstances which will require further mitigation measures to be undertaken by TII in the delivery of the Project.

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4	Other issues and alternatives	4	1. The monies for Metrolink and the monies supposedly available as compensation could be spent on better things. An example would be to divert monies that form compensation packages into a reroute away from residential homes instead of taking peoples homes and then paying compensation.	<p>Please note that 35 The Court is not planned to be acquired or demolished.</p> <p>Chapter 7 (Consideration of Alternatives) details the decision making process that has led to the development of the Project, including route alignment options and station location options. The choice of a station location at either Drumcondra or Glasnevin has been considered in the context of the achievement of the Transport Strategy for the GDA having particular regard to maximising the interchange opportunities between different services and to provide fast and convenient access to major destinations such as Dublin City Centre and Dublin Airport. it is considered that the provision of a station at Glasnevin will better meet the requirements of the Transport Strategy for the GDA for the following reasons:</p> <p>* It will facilitate a seamless transfer/interchange with both the Maynooth (Western Commuter line) and Kildare railway line (South-Western Commuter line) because the PPT and Maynooth lines are at their closest point horizontally and vertically at Glasnevin, thereby providing the opportunity for a MetroLink station to capture transfer to and from these lines more effectively than at Drumcondra;</p> <p>* The Glasnevin location also facilitates the construction of an integrated metro station as the two heavy rail lines are beneath the existing ground level, making it possible to connect via an underground concourse to all three rails in a short plan distance. At Drumcondra, the connection to both lines would require a connection of approximately 110m with more significant vertical connections between the two lines also required.</p> <p>* The further advantage of Glasnevin is that it is located approximately 1km to the west of Drumcondra. This saves over 2 minutes in journey time by offering the opportunity for passengers to transfer sooner from heavy rail to MetroLink at Glasnevin to access city centre locations to the south or to the Airport/Swords to the north.</p> <p>* Route options serving the Glasnevin station are forecast to have approximately 6000 additional passengers per day when compared to an interchange station at Drumcondra. This is largely due to the increased interchange opportunity at Glasnevin.</p> <p>* Passengers transferring from the Maynooth or Kildare lines to MetroLink and travelling on to Dublin city centre will experience shorter journey times (approximately 3 minutes).</p>

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5	Other issues and alternatives	4	2. One hundred percent reassurance should be given to affected home owners that loss of property, parking, green areas, amenities, local access will be accounted for with a like-for-like trade-off or better... and under no circumstances traded off leaving affected homeowners with a worse outcome or financial detriment. If this absolute reassurance had been given at the time the metrolink project was made public in 2018 it would have saved an enormous amount of stress, doubt and worry that the current limbo situation creates.	<p>As detailed in Chapter 4 (Description of the MetroLink Project), Glasnevin Station will include enhanced pedestrian and cyclist facilities along Prospect Road. A two-way cycle lane along the east side of the road and widened footpaths on the west side will be provided as well as an additional pedestrian crossing to the north of the station. Enhanced bus stop facilities are proposed outside the station. A drop off facility has also been provided to the north of the station in lands currently occupied by the Brian Boru car park. A new access road from Prospect Road to these facilities will also provide access to 120 cycle parking spaces. As such, by incorporating significant improvements in respect of the pedestrian and cyclist experience, the potential effect on the landscape post-construction will be significant and positive. The significant improvements to the built environment, as detailed above, will lead to a broad improvement in the visual amenity of the area.</p> <p>The existing car park in Dalcassian Downs, which will be impacted during the Construction Phase, will be reinstated on completion of the construction works (Chapter 4, section 4.17.7.1). Temporary parking will be provided during construction. TII are in discussion with the local authority and other parties to identify a suitable location in the immediate vicinity.</p> <p>As described in EIAR Chapter 27 (Landscape &amp; Visual) section 27.5.4.19 the removal of trees and shrubbery at this location will also be replaced, however these will take time to mature. The railings and plinth wall finging the eastern edge of this space and along the rear of the Prospect Road footpath are protected and will be taken down in advance of the works and will be placed in storage and reinstated.</p> <p>As presented in Appendix A9.5 Scheme Traffic Management Plan, traffic management plans for the construction of the MetroLink have been developed to minimise the impact of the scheme on road users, and to maintain access to businesses and residential properties. Where temporary closures impact on local access, appropriate diversions will be indicated.</p> <p>Please refer to response item (10) below in relation to the financial compensation offered to affected residents.</p>	
6	Other issues and alternatives	4	3. The notification I received on 22 March 2018 was an enormous shock to me and continues to have a mental health impact. As such I believe that mental health impacts should be mitigated to the highest possible level, through major improvements in commitment to like-for-like outcomes in the event of the loss by home-owners of all the items mentioned above. Communications with affected home owners could also be adjusted to take much greater account of the emotional and lifestyle loss that is resulting from the horrible limbo situation, the loss of personal security in the future, possible loss of equity of their home and the safety and peace that homeowners are supposed to be entitled to according to the Irish constitution.	<p>Please refer to response item (1) in relation to the construction works surrounding your property. To confirm, TII do not intend to demolish The Court buildings.</p> <p>Chapter 10 details the assessment of impacts on Human Health. There are potential psychological impacts from the Construction Phase. These may have started already as individuals, once possible details of a scheme such as this are made public, can become anxious and worried about potential effects on their property or themselves. Human psychological impacts are very complex and not easily predicted. There is no simple methodology to predict effects in groups of people, often the most efficient way of predicting future psychological impacts is by looking at what has happened in similar projects. One relevant example is the recent construction of the Elizabeth Line (Crossrail) in London. A Pubmed search was conducted to determine if this project was associated with adverse psychological impacts and there is no publication suggesting that this is the case.</p> <p>Potential psychological effects are not equally distributed. Some people, due to the location of their residence or work may have very significant effects. The demolition required at College Gate Apartments is seen as essential in order to provide an appropriate station to service the area. While these negative psychological impacts are recognised and accepted, it is also recognised that the individuals affected will have to be compensated and rehoused appropriately. While this may give rise to some disruption and annoyance it is not considered likely that there will be long-term deleterious effects, as there is no evidence of a higher incidence of psychological illness where people were rehoused in similar circumstances. It also must be balanced against the positive psychological impacts of the Operational Phase and the benefits and convenience to residents of the area given the proximity to the proposed MetroLink stations. On balance there is no reason to predict significant adverse effects on human health from a psychological perspective. (EIAR Chapter 10 (Human Health), section 10.5.1.4)</p>	

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7	Other issues and alternatives	4	4. Constitutional rights should be enhanced so that such enormous loss faced by someone like myself does not create such limbo, fear and trauma but instead that affected homeowners are guaranteed like-for-like if they have to give up their home, leave their home, or end up with a home that is not the home they bought.	<p>Please note that 35 The Court is not planned to be acquired or demolished and as such property owners do not have a right to compensation. TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Compensation will also be payable to owners of properties where the temporary acquisition of land and property is required.</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> <p>Further details can be found at <a href="https://www.metrolink.ie/media/gc4f0bbp/metrolink-land-acquisition-strategy_final-draft_sept22_to-issue.pdf">https://www.metrolink.ie/media/gc4f0bbp/metrolink-land-acquisition-strategy_final-draft_sept22_to-issue.pdf</a></p> <p>However, TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. The POPS comprises condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p>
8	Other issues and alternatives	4	5. TII/ An Bord Pleanala/ NTA should go back to the originally selected route through Drumcondra, where properties have already been acquired. I have read that more than €200 million has already been spent on the acquisitions and plans for that route.	Please refer to response item (4) in relation to the selection of Glasnevin over Drumcondra for the proposed station location.
9	If metrolink happens	4	1 . The home I chose, secured and am paying the mortgage on will be gone for ever.	Please refer to response item (1) in relation to the construction works surrounding your property. To confirm, TII do not intend to demolish The Court buildings.

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10	If metrolink happens	5	2. I believe there will be a financial loss to me because no project runs without hiccups and I feel that the likelihood of potential damage to my building being mitigated fully is very slim (i.e. potential damage to the property foundations, the outside surrounds (currently a lovely well-maintained green area, mature trees, parking spaces for each apartment) and safe walking and driving access to and from the apartments to the main road.	<p>Please refer to response item (2) above related to anticipated damage and construction generated ground movements. Please refer to response item (5) in relation to the reinstatement of the car park in Dalcassian Downs, and the planting of trees and shrubs.</p> <p>TII is committed to having a POPS in place prior to construction works commencing. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. The POPS comprises condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use).</p> <p>Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at: <a href="https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf">https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf</a></p>	
11	If metrolink happens	5	3. Compensation is unlikely to restore all of those losses and I feel that money is being taken directly out of my pocket to fund this project.	<p>Please refer to response item (10) above in relation to the compensation offered to residential properties.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p>	
12	If metrolink happens	5	4. The savings, time, energies and research I put into selecting the right location and securing the mortgage and chosen apartment will all have gone to waste.	<p>Please refer to response item (1) in relation to the construction works surrounding your property. To confirm, TII do not intend to demolish The Court buildings.</p>	
13	Other relevant matters	5	A route was previously selected through Drumcondra and €23 million was spent on acquisitions of properties there, plus a further €200 million on plans for that route. A railway order was in place and I must question how can this horrendous waste be justified? Or what is to show for it? What happened to those people whose homes were acquired? Were they treated fairly? Why were those plans not picked up again after halting due to the 2008 recession - given that Ireland has long since come out on the other side of the recession. There is now a very real possibility that another recession is on the cards and indeed there is a never-ending housing crisis that also needs attention. The decision by people in power to abandon that route and identify this new one is hard to stomach and defies logic and I feel it should be remedied or answered to.	<p>Please refer to response item (4) in relation to the assessment of a station location at Glasnevin or Drumcondra.</p> <p>The cost expended on the previous MetroNorth scheme are not a matter for this Railway Order Application.</p>	

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14	Apartments at royal canal	5	I have seen in the news in May 2021 that planning permission has been given for a development of over 200 apartments on the banks of the Royal Canal in Phibsboro - which was identified back in 2015 as a key development site. This site which has been vacant at least since 2015 and is only a stone’s throw from my apartment block could surely have been used in some way for metrolink instead of looking to uproot myself and other people from their homes. I’m just mentioning it because of the irony that while I and other people face the loss of their homes to make way for Metrolink, new homes are planned for that vacant site and am wondering if this site might be any better as a possible location for the station that is proposed as the ‘Glasnevin’ station - instead of building apartments there.	As presented in response item (4), the Glasnevin Station location was chosen over a location at Drumcondra as it will facilitate a seamless transfer/interchange with both the Maynooth (Western Commuter line) and Kildare railway line (South-Western Commuter line) as the PPT and Maynooth lines are at their closest point horizontally and vertically at Glasnevin. The vacant development site you refer to would not meet this objective.  As stated in response item (1), no residential buildings will be demolished for the construction of Glasnevin Station.	
15	Unique features	6	I want my home and the surrounds: - the building and it's foundations, the space and trees outside, the lovely locality, nearby shops and amenities not to be touched or impacted by Metrolink and to remain living here peacefully and undisturbed. I do not want to be left in a precarious living situation; on a building site, in a hostel, a hotel, a dorm or a renting situation again; for god knows where and how long. There is trauma in having no knowledge of what type of living situation and future I could be facing and I simply want peace of mind and a home in all ways equal to what I have now. I only want to be treated fairly and I want it to be recognized that people who have invested themselves, their working lives and their money into securing and paying for their own home cannot be left at the loss of their homes as they know them because of Metrolink.	TII acknowledge the concerns you may have around your property, and recognise that residents of The Court face some disruption. However, as indicated in response item (2), the design of the Project has been developed to minimise the impacts on residents and other members of the public as much as possible. Chapter 31 of the EIAR presents a summary of the route wide mitigation and monitoring proposed in order to reduce the severity of impacts, such as dust minimisation measures, traffic management, noise and vibration mitigation measures, among others.  As outlined in Appendix A5.1 Outline CEMP, TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place. The notifications will detail the estimated duration of the works, the working hours and the nature of the works, to provide as much certainty as possible to those affected.	
16	Unique features	6	The thought of being pushed backwards on the property ladder to a point where the opportunity to buy the apartment of my dreams will never come up again is infuriating and frightening beyond words. Therefore I want to make it abundantly clear to you that I am vehemently opposed to the construction of Metrolink/a Metrolink station underneath or so near my home that it will create all of the issues that I’ve mentioned. Neither TII, the NTA, An Bord Pleanala or any other public bodies helped me to buy my home and I struggle to fathom that these or any other group could have the right to destroy or erase it.	Please refer to response item (1) in relation to the construction works surrounding your property. To confirm, TII do not intend to demolish The Court buildings.  TII acknowledge the concerns you may have around your property, and recognise that residents of The Court face some disruption. However, as indicated in response item (2), the design of the Project has been developed to minimise the impacts on residents and other members of the public as much as possible. Chapter 31 of the EIAR presents a summary of the route wide mitigation and monitoring proposed in order to reduce the severity of impacts.  Please refer to response item (10) in relation to the compensation offered to residential property owners.	
17	Unique features	6	One last comment I wish to include relates to the fee of €50 for submitting this observation. I cannot understand how it is even legal for there to be a fee for the right of an Irish citizen to have give their opinion and voice to a construction project that directly affects their home, their mental health, their finances and every aspect of their daily life. I was in disbelief when I phoned An Bord Pleanala and was told that the €50 goes towards the project because the cost of the project is huge. What sort of a screwed-up system is this that I an objector am being asked to give €50 for the privilege of having an opinion on the enormous monster that Metrolink represents to me? I was advised that if I am listed on a schedule I’ll be refunded the money, however I would naturally expect that I am on it. I expect to be refunded this money and furthermore my view is that this fee should be abolished.	Application of the €50 fee is a mater for An Bord Pleanála.	