

Submission No.			313	
Organisation Name or Name of Submitter			Westward Group Ltd.	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Ref: Regarding the intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order (2022). Regarding Land Tag ML5D-U12 ML5D-U15 together with the remainder of the property at 24-27 Frederick St North.				
1	Point 1.	2	I request that prior to any work taking place, the contractor shall carry out a full dilapidation survey of all existing building at 24-27 Frederick St North. The report shall be circulated to all interested parties and agreed.	<p>TII thank you for your comments and respond as follows.</p> <p>This referenced building is located within the Zone of influence of the Tunnelling operation and should the Railway Order be granted may be subject to further assessments for both settlement and vibration in advance of the commencement of the tunnelling operation in the vicinity of this reference property.</p> <p><b>Potential Settlement Impact:</b> For the Railway Order, TII have undertaken a Phased Ground Movement Impact Assessment and the results of the assessments are included in the Railway Order documentation within Appendix A5.17 of the EIAR. While not directly assessed, this building is located between Building B-92 and B-93 which have been assessed, see EIAR Appendix A5.17 Building Damage Report, and Table 5-4. Both of these representative buildings have been assessed as having "very slight" impact occurring as a consequence of tunnelling. Buildings assessed as being below Slight do not need further assessment at this stage.</p> <p>However, in advance of construction commencement, a further assessment on impacted properties may be required as detailed in Appendix A5.17 and these will be undertaken by the contractor appointed by TII. Any further assessments will be based on updated design information together with any further details available of the impacted property. Any property condition surveys procured will be supplied to the building owner.</p> <p>TII will procure its contractors to develop Instrumentation and Monitoring Plans in tandem with Monitoring Action Plans. These plans will help assure that the risks associated with tunnelling impacting any commercial property are appropriately managed and controlled. TII will provide details of any monitoring proposed by the contractor at detailed design stage. TII will provide advance notice of any attendance that the monitoring contractor may require. With regard to the timing of monitoring specific to ground movement TII will ensure that it is commenced at least 3 months prior to the construction activities that would give rise to the settlement. However, as these construction activities may complete years prior to the MetroLink operational phase the termination of monitoring will be linked to a determination that settlement has effectively ceased, allowing a removal of the instrumentation.</p>

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2	Point 2.	2	I request that movement monitors be fixed to the property at 24-27 Frederick st North. The works will require ongoing vibration monitoring to verify the works do not cause excessive vibrations which will lead to building damage.	<p>Further to response item number (1) above, your request is noted and TII confirm that any monitoring for both settlement and vibration will be considered by the contractor for this property in advance of tunnelling construction activities taking place. Based upon the assessments completed as response item number (1) above, the movement monitoring design for the construction phase will be undertaken by the Contractor appointed by TII and they may need to install monitors to your property as part of that design. If required, TII will consult with each property owner impacted to make the necessary arrangements.</p> <p><b>Predicted Vibration Impact from Tunnelling Operation:</b> For the Railway Order, TII have undertaken a Groundborne Noise and Vibration and Blasting Modelling Assessment, contained within EIAR Appendix A14.5, with section 14.4 AZ4 Northwood to Charlemont, presenting the predicted vibration levels during Tunnel Boring Machine (TBM) passage for various sensitive receptors.</p> <p>The predicted vibration presented in this section outline the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) for TBM Passage during the day and night at 24-27 Frederick st North. The VDV values for this referenced building are 0.251ms-1.75 (VDV day) and 0.211ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels for human response of 1ms-1.75 (VDV day) and 0.5ms-1.75 (VDV night), meaning that no significant impact is expected on people within the building as a result of vibrations during TBM passage. Threshold levels for building damage are much higher than those for human response, and there are therefore no significant impacts expected for the building at this location.</p> <p>EIAR Appendix A5.1, Outline CEMP, outlines that the contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project which will be a live document. A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p>
3	Point 3.	2	I request that the property owners are indemnified against any adverse impact on their property as a result of the proposed works or any ancillary works.	<p>The Property Owner Protection Scheme (POPs) scheme can be availed of by private residential owners where properties lie within 30m of the tunnel or 50m of a cut and cover excavation (these distances are based on the ground movement zone of influence) and will provide for pre and post construction surveys and repair of damage attributable to MetroLink.</p> <p>The Property Owners’ Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>To protect commercial properties, instead of a Property Owners Protection Scheme, TII contractors appointed to carry out the works will, with the agreement of the owners, commission chartered building surveyors to carry out a precondition survey of their commercial properties. In the event that it is determined that damage has occurred, TII’s contractor will be required to commission a follow up survey to confirm the extent of the damage and whether the damage has been caused by MetroLink works. Metrolink project insurances will be put in place in a manner similar to other large rail projects including Luas. Where property damage is confirmed to have been caused by MetroLink works, the property concerned will have access to those insurances.</p>
4	Point 4.	2	The property at 24-27 Frederick St North comprises a substantial commercial building together with deep basement car parking and services area and it is critical that the entirety of the property including party wall must be protected and monitored as an entity.	Please refer to Items 1 and 2 above. TII will implement an appropriate monitoring regime to assure that your property is protected from impacts associated with MetroLink.