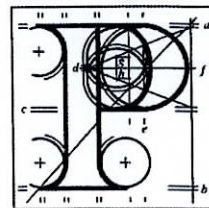


**Our Case Number: ABP-314724-22**



**An  
Bord  
Pleanála**

Anne G Meehan  
48 Prospect Avenue  
Glasnevin  
Dublin 9  
D09N5Y9

**Date:** 25 November 2022

**Re:** Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]  
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to  
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

RA05 (No Receipt to Issue)

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaao Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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48 Prospect Avenue,  
Glasnevin,  
Dublin D09 N5Y9

TII Railway Order No: NA29N 314724

Planning Officer,  
An Bord Pleanála,  
64, Marlborough St,  
Dublin D01 V902

<b>AN BORD PLEANÁLA</b>	
LDG- _____	
ABP- _____	
21 NOV 2022	
Fee: € <u>N/A</u>	Type: _____
Time: <u>12.31</u>	By: <u>haucl</u>

Dear Sir, Madam,  
Enclosed please find my 56 page Submission  
against the above Railway Order made  
by Transport Infrastructure Ireland - TII.

Please Redact my personal and property  
details from public view.

Should there be any queries regarding the  
enclosed Submission, my email address is  
anugmeehan@gmail.com - 087.6309161.

As my property is listed in Metrolink's Book of  
Reference - Third Schedule Ref No: NL4M-466  
Plan No: ML-P 304 M-N, I do not have to pay  
the fee of €50.00.

Kind Regards  
Anne G. Meehan

RAILWAY ORDER

METROLINK

ESTUARY TO CHARLEMONT - VIA - DUBLIN AIRPORT

OBSERVATION

ANNE G. MEEHAN

48 Prospect Avenue.  
Glasnevin,  
Dublin D09 N5Y9

November 2022

**Railway Order - Application number NA29N 314724**

**Case Number 302010-18**

MetroLink - Book of Reference - Third Schedule

Substratum land which may be acquired - Longitudinal Section Plan No;  
ML-LN-O-O11

Property number ML4M-U66



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- 1.0 History of the above property.
- 1.1. Images of property and Prospect Avenue.
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- 2.2. Representation of Prospect ACA at the Oireachtas
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- 4.0. Acquisition of Substratum Land Take
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The Railway Order, applied for by the National Roads Authority (operating as Transport Infrastructure Ireland- TII) for the railway (MetroLink - Estuary to Charlemont via Dublin Airport 2022)

As a concerned citizen, and freehold owner of the above property, I wish to lodge my Submission (Objections) to the Railway Order for the following reasons:

### **1. 0. HISTORY OF THE ABOVE PROPERTY**

48, Prospect Avenue, is my intergenerational family home for the past 122 years. The property is purported to date back to 1850.

My grandparents bought this property, as newlyweds, in 1900. My father and his four siblings were born here. My grandfather died in this house and my children, fourth generation, were raised here. In 1999, I completely renovated the property.

My property is part of Prospect Architectural Conservation Area (ACA) and as such is part of an area of great historical interest. Lying close to the original gates of Prospect (now Glasnevin) Cemetery and the National Botanical Gardens. Our ACA attracts many visitors from home and abroad. It is a quiet, peaceful enclave in the heart of Dublin City, yet



tucked away from the busyness of city life. The following document provides a summary:

<https://www.dublincity.ie/sites/default/files/media/file-uploads/2018-05/03 Prospect Square-De Courcy Square Environs ACA adopted 26.02.07.pdf>

*1.0 Introduction and Location Prospect Square/De Courcy Square is a residential enclave located east of Glasnevin Cemetery, approximately 2 km north of the city centre. The area is made up of two 'squares', De Courcy Square and Prospect Square, and three streets, St Teresa Road, St Teresa Place, and the northern section of Prospect Avenue. The majority of the buildings are late Victorian and Edwardian houses with red and yellow brick facades. The exact boundaries are delineated on the map. Page 1 f:\user\ruth\test.dgn Jul. 12, 2006, 12:27:53 PROSPECT SQUARE / DE COURCY SQUARE AND ENVIRONS ARCHITECTURAL CONSERVATION AREA (ACA)*

*2.0. History The area lies in a townland called Prospect. In the eighteenth century, it was pasture land situated south of the River Tolka. In 1832, as a result of a campaign for a catholic cemetery led by Daniel O'Connell, Prospect Cemetery was established here; this later became better known as Glasnevin Cemetery. O'Connell and many other patriots are buried there and the round tower that is the O'Connell Monument is a landmark feature in the general area. The original entrance to Glasnevin Cemetery was located in Prospect Square and the nearby eastern section of the graveyard was the oldest part; a gate and lodge were built here to the designs of Patrick Byrne. Prospect Avenue was constructed to link the new Glasnevin Road with the entrance to the cemetery and was originally called Cemetery Road. Before this, the other approaches had toll gates on them and were expensive for ordinary people. The new avenue was used not only by people attending funerals but also by people using the cemetery for leisure purposes, promenading along the tree-lined avenues, and admiring the monuments on Sundays. In 1846 the main entrance was changed to Finglas Road. Next door to the entrance to the cemetery a pub was opened in 1833 (now Kavanagh's, Nos. 1 & 2 Prospect Square) which served a drink to the men who dug the graves in the cemetery, which is why it is commonly known as the 'Gravediggers'. Lore has it that they would knock on the wall of the pub with a special code to order their drinks It was also*



*a grocery and has remained in the same family for a long time. Joyce's funeral Paddy Dignam retires to this pub. Part of the pub (No. 1) and the two adjoining buildings (Nos. 3, 4, and 5) are some of the oldest elements in the ACA. Also dating to the earlier history of the ACA are seven houses on Prospect Avenue (Nos. 48, 50, 52, 54, 68, 72, and 74). Ulysses In 1876 the independent township of Drumcondra, Glasnevin, and Clonliffe was founded in the area and it was administered at a local level. By this time a row of 4 houses called De Courcy Terrace (now Nos. 37-40 De Courcy Square) had been built but development was very slow and the terrace was not continued for over 20 years. This is in sharp contrast to what was happening on the south side of the city at the same time. In 1899 the area joined the city and rapid growth followed. By 1907 all the houses in the ACA had been built including St Teresa Road and St Teresa Place. This small enclave of housing was part of the rapid growth of Drumcondra and Glasnevin in the early years of the twentieth century. The houses were speculatively built and were aimed at the skilled lower classes, such as artisans and clerks, most of whom bought the houses they lived in. A diversity of housing types reflected subtle differences in social status. Road widening changes in the 1980s bisected Prospect Avenue with Prospect Way More recent years have seen the erection of a few infill houses, as well as a new lane and development called Botanic Mews.*



## 1.1. IMAGES OF MY PROPERTY AND PROSPECT AVENUE



TII plans to run the top of the MetroLink tunnel underneath my hallway.

TII plans to permanently acquire 15m of substratum land underneath my property on either side of the tunnel centre line.



It is directly underneath my property and under most of Prospect Avenue, within the ACA, that Transport Infrastructure Ireland (TII) intends to tunnel, build and operate MetroLink.

At full capacity, MetroLink will run up to 80 trains an hour (40 in each direction), seven days a week operating beneath my property, which is 170 years old.



Prospect Square - Kavanagh's pub (The Gravediggers)



## Original Prospect Cemetery gate



## 2.0. PROPERTY OWNERS PROTECTION (POPS) SCHEME

### SURVEY

- An independent survey was requested of my property and carried out on 20th August 2019, by Thorntons, Chartered Surveyors.
- Thorntons Chartered Surveyors is named as independent of TII to carry out work on behalf of stakeholders.

Much of the survey is reliant on statements such as:



'owner has advised' or 'assumed depth of foundations'.

Below is a relevant section of their report.

*THORNTONS Chartered Surveyors (Part thereof)*

*Survey Record Sheet*

*Address: 48 Prospect Avenue, Botanic, Dublin 9*

*Property ID No: ML BS-002-B120*

*Area: Immediately east of the alignment. Alignment*

Example of a lack of thorough investigation and in-depth surveying:

*...Foundations (Type) Depth (m): Judgment: Bricks laid in a stepped fashion, **assumed***

*approx. 0.5m-1.0m deep.*

Again a lack of thorough investigation and in-depth surveying:

*Mastic seal noted to some joints of the roof tiles to the rear extension lean-to*

*roof. The owner **has advised** there was a previous leak around the Velux roof light*

*serving the kitchen but has not manifested after remedial works were undertaken.*

*General Comments:*

- *Owner is concerned that the property may not have foundations and will not withstand the*

*proposed metro works.*

- ***Owner has advised*** *that the property was completely refurbished internally and extended to*

*the rear in 1999.*

*Inspection Conducted By*

*Name: Lorcan Rafferty*

*Signature: Lorcan Rafferty*

*Position/Title: BSc (Hons) Building Surveying*

*Date: 15th August 2019*

*Review By:*

*Name: Darren Brennan*

*Signature: Darren Brennan*

*Position/Title: Managing Director*

*Date: 20th August 2019*

To summarise:

This lightweight survey depended heavily on the 'owner has advised' and 'assumed depth of foundations'.



Therefore, I request a detailed and thorough survey including the foundations, giving all the information gathered, before, during, and after the proposed MetroLink. These surveys, which fall under the POPS scheme, must be fully transparent and independent of TII.

## **CHAPTER 21 EIAR Page 64-65**

### *21.6.1.4 Property Protection*

*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. Further information on POPS is available in Chapter 11 (Population & Land Use).*

*Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found online at:*

[https://www.metrolink.ie/assets/downloads/MetroLink\\_FAQ.pdf](https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf)

## **2.1. CONSTRUCTION FIRM'S INSURANCE POLICY AND TII'S PROPERTY OWNERS' PROTECTION SCHEME POPS**

- TII must clarify that during the construction of MetroLink, which will take a minimum of 9-10 years, my property will be covered by the Construction firm's insurance. This cover must protect my property from all possible damage duration of the entire construction period.
- Construction could take 9 -10 years after the Railway Order has been granted.
- My property is within thirty meters of the edge of the MetroLink and as such will be covered by TII's Property Owners' Protection Scheme (POPS).
- However, TII proposes that the POPS scheme, to protect property owners, (once the Operation of MetroLink is in place) will be for one year only.
- There is no precedent for constructing an underground railway in Ireland, which will impact my property as part of a terrace of four houses, built in approximately 1850. These four houses have shallow 0.5 - 1m foundations (assumed) by the above Survey.



- This entire area is part of the Prospect Architectural Conservation Area and must be preserved. As such, the POPS insurance cover must be increased from 1 to at least 10 years, to ensure the safety of my property from damage during the first 10 years of the Operational period.
- TII must inform property owners of the implications to their own home insurance during the construction and operational period.
- TII must also inform property owners of the short-term and long-term implications of the resale value of their properties.

## **2.2. REPRESENTATION AT THE OIREACHTAS**

When TII first announced MetroLink, I represented our ACA at An Oireachtas hearing - Joint Committee on Transport, Tourism & Sport, on 25.4.18.

[https://www.oireachtas.ie/ga/debates/debate/joint\\_committee\\_on\\_transport\\_tourism\\_and\\_sport/2018-04-25/4/](https://www.oireachtas.ie/ga/debates/debate/joint_committee_on_transport_tourism_and_sport/2018-04-25/4/)

<https://bit.ly/3NGxmRV>

## **ARCHITECTURAL CONSERVATION AREA**

- As an Architectural Conservation Area and to protect our heritage, this is a copy of the speech given to the Oireachtas hearing on 25.4.2018.



- My name is Anu Meehan. I am a citizen representing Prospect Architectural Conservation Area, ACA. I am here today with Ms. Elaine Gahan, who is also a member of the committee. I am also representing the wider community.

Our ACA is a residential enclave located east of Glasnevin Cemetery and the National Botanic Gardens, 2 km north of the city centre. Our ACA is described by Dublin City Council as:

An oasis of calm and tranquillity set against the backdrop of the trees of Glasnevin Cemetery and Botanic Gardens. The area is special because of the historical association with Glasnevin Cemetery, having the original entrance to the cemetery with surviving gate and gate lodge, a historical pub associated with the cemetery, and the main access route, Prospect Avenue, having its origins in the opening of the cemetery. It is the overall policy of Dublin City Council to protect and conserve the character and setting of the ACA.

We also embrace progress and are committed to community development and inclusivity.

I, as well as the group I am representing, first became aware of the MetroLink project through the media and saw surveyors on Prospect Avenue taking measurements. When I sought information, I was given the contact details of TII. There had been no prior contact from TII indicating that there would be any impact in our area. We attended the public consultation in Glasnevin Cemetery and other members of the community attended the consultation at the Helix with the NTA and TII. In both venues, residents were given conflicting information and were left with many unanswered questions and a lack of clarity.



In light of the information obtained through the public consultation, the Prospect ACA residents' group sought feedback from local residents likely to be impacted by the emerging preferred route. With considerable effort, we managed to find the relevant reports on the MetroLink website. Finding the Alignment Options report – a 362-page report - was onerous in and of itself. The information booklet from NTA-TII issued as part of the public consultation process contains conflicting information relative to the website. From the numerous maps available, it was extremely difficult to identify which properties would be impacted by the emerging preferred route. One map within a document on the MetroLink website showed a slight variation of the same route. The implication of this was that residents were unsure whether or not the lines would run underneath their properties. There is still confusion.

After attending the public consultation events and in order to understand this process and seek clarity for members of our community, we arranged a meeting with Deputy Noel Rock. A meeting with the entire resident cohort and the Minister for Finance, Deputy Donohoe, followed. Although we are grateful for our public representatives' time and input, we are still left with many unanswered questions.

Feedback and concerns raised by members of our community encompass many areas, including the impact on our ACA, the iconic historic buildings, our community, health and safety, education, and the implications for private homes and businesses. Many of our residents have raised concerns regarding the public consultation process. The process makes no distinction between those residents who are directly affected and those indirectly affected and, as



previously highlighted, we have had no contact from the NTA and very little from TII.

The period from the opening of the public consultation on 22 March to the submission date of 11 May 2018 is extremely short for ordinary citizens affected by this to comprehend the complexities of the work done by the NTA and TII, which took years to complete with experts and a large budget. For us, we have just a small number of weeks to wade through cumbersome documents, reports, maps, and statistics without any level of expertise or funding. The following is an example of how difficult it is to find and comprehend the information provided in the reports impacting our ACA. From a 362-page document – once found - the reader is then redirected to a different report, which fails to provide any clarity.

The age profile of the properties in this area ranges from 1833 to 1905.

The vast majority of the ACA properties have no foundations; they were built on soil and rubble. There is no precedent in Ireland for tunnelling under properties such as these. As members will appreciate, many of our residents' concerns relate to potential structural damage to their properties. These concerns relate to all stages of the project, including long-term concerns such as structural issues emerging once the project is completed and while trains are running under their properties every two minutes. Residents have not been contacted or reassured that structural surveys will be undertaken prior to, during, or after this project. No information has been provided regarding compensation, should this prove necessary, and the timeframe in which to pursue it.



Within our ACA, there are many iconic historic buildings, such as the Brian Boru pub, mentioned in James Joyce's *Ulysses*, which appear to have been proposed for a compulsory purchase order, CPO, and this has also not been clarified. The impact of a major train station in an area that, to date, has not even had a minor train station has not been addressed. This is no mere underground station; the scale of the proposed station runs from the Royal Canal to Dalcassian apartments, which is proposed for CPO. The iconic Brian Boru pub appears to be earmarked for destruction as part of this rail station development. The impact of this proposed major train station will require a socio-economic impact analysis. At the moment, there is no reference in the proposal to the impact of this proposed station on the social fabric of a historic and well-established part of the city, not least of which would be the additional security measures that would be required and which are a necessary element of any major rail station.

Other concerns relate to the construction phase which has been estimated to be between two and six years. Again, there has been no clarity from the NTA on this. These concerns include some of the following: increased construction traffic in an already heavily congested area; parking; noise and dust pollution; and the health and safety of our residents with an estimated 100 trucks entering and exiting the proposed tunnel boring machine, TBM, site daily, which is in close proximity to our ACA. No clarity has been provided in respect of the working hours of trucks and the times at which boring will take place. As we have heard already, the TBM site has serious implications for the education, health, safety, and sporting



and recreational activity of approximately 800 children. It will be decimating a mini-Gaeltacht area.

As an ACA, we work tirelessly to improve and enhance the aesthetics of our environment. We are concerned and we are seeking reassurance that our ACA will be restored to its original state once the project is complete. In addition, we seek clarity on whether there will be one or two tunnels and the implications of vibrations resulting from this for our properties.

The decision to choose this emerging preferred route appears to have been made on economic grounds, rather than on taking into consideration our culture, history, architecture, health, education, sporting amenities, and the impact on our community. Although the presence of an ACA is mentioned in the reports, no details are given about the impact this will have on our ACA and its residents.

We ask that a socio-economic impact analysis be carried out to address the impact of a major rail station at the proposed site. We also ask that the public consultation process be extended so that all those who will be affected will be given accurate information as to what this development entails and the implications for individuals at all stages of the process. This extended public consultation process should indicate all the options considered and the reason for choosing this route ahead of all the others in order for this to be a fully transparent public consultation.

- Many of the points raised four years ago are still unanswered.



### **2.3. NOISE, VIBRATIONS, AND POPS**

- For the preservation of our ACA properties, which will be affected much greater than any other area by the construction and operation of MetroLink, and as such it is requested that Floating Tracks be placed underneath Prospect Architectural Conservation Area, to protect properties from damage, noise, and vibrations.
- The evidence of noise and vibration in TII's documentation is 4dB (above the ambient noise). TII states there will be no noise heard or vibrations felt. TII must guarantee this by maintaining tracks and wheels of MetroLink trains, to lessen noise and vibrations, should Floating Tracks not be installed.
- The shallow foundations are mainly rubble and the substratum land is clay. There is no previous evidence of how long the clay soil will need to settle. Therefore an extended POP period is needed for properties within the ACA.
- If damage is to occur to my house and the terrace of houses, it will more than likely happen within the construction period. However, no

allowances have been made for the settlement of clay underneath my property. TII must address this and protect all property owners in our ACA.

- I have requested that thorough surveys be carried out before, during, and after construction. I also request that should any damage, cracks, or settlement occur they are closely monitored. It is imperative that every three months, measurements of the settlement is carried out, regardless of any appearance of damage.
- Constructing a tunnel, running up to 80 trains an hour, underneath these properties could have dire consequences.
- No information regarding the potential damage to property has been given by TII.

#### **2.4. EXAMPLE OF VOIDS AND MAJOR DAMAGE TO PROPERTY IN LONDON AND DUBIN**

Below are some examples of Victorian properties impacted by the construction of underground lines and the appearance of Voids.

<https://www.tunnelonline.info/News/ground-collapse-above-ctrl/>



## TUNNEL AND TUNNELLING - 1.3.2003

### Ground collapse above CTRL

1 March 2003

Print **Email** A 10m wide, 5m deep hole swallowed two gardens, situated above a tunnel being constructed on Contract 240 of the Channel Tunnel Rail Link (CTRL) in East London, England, on 8 February.

Thirty-five residents of Lavender Street, Stratford, whose houses were close to the collapse, were evacuated and spent the Saturday night in a hotel. Most returned home the following day. Nobody was injured.

The hole was swiftly filled with concrete by the contractor, Costain/Skanska (UK)/Bachy Soletanche JV. Work was then stopped until a further detailed investigation into the cause of the collapse could be carried out.

In a joint statement, project manager, Rail Link Engineering and client, Union Railways said: "Tunnelling will not recommence until CTRL engineers and the safety authorities are satisfied that it is safe to do so." They also said: "The tunnel has not been affected by the subsidence and is in a safe and stable condition with the ground above fully supported." It is believed that the tunnel may have intersected one or more disused wells, causing the collapse.

This incident came less than a week after a road collapsed when an articulated lorry reversed into Maryland Works, approximately 100m from the hole in Lavender Street. CTRL confirmed that this collapse was directly above the tunnel alignment and that engineers had not reported any untoward behaviour in the ground when the TBM passed beneath eight days previously.

A CTRL spokesperson told *T&T* that engineers investigating the collapses do not believe the two are connected.

Local residents claimed that engineers surveying the alignment of the CTRL tunnel beneath London were warned of the likelihood of encountering uncharted wells.

Independent health and safety tunnel consultant, John Anderson, pointed out that there are parallels between the collapse at Lavender Street and collapses on tunnels in Athens, Istanbul, and Los Angeles. "There is a history of this in London – there were wells on the Jubilee Line... this incident was unpredicted, but was it unpredictable?" he said.

The two collapses occurred on the same drive that had passed under the London Underground twin-tube Central Line at the beginning of



February. The 8.15m diameter Wirth EPBM bored 4m below the eastbound line and 8m below the westbound line.

At the time of going to press, London Underground Ltd had given permission for the second machine, to proceed with the second crossing of the Central Line. The first machine was still awaiting approval from the UK Health & Safety Executive before continuing.

Contract 240 consists of two 4.7km long, 7.15m i.d. tunnels, bored between the Stratford Box and Barrington Road in Newham. The US\$196M contract is being constructed using two Wirth EPBMs, which began tunnelling in September 2002.

<http://news.bbc.co.uk/1/hi/england/london/2984955.stm>

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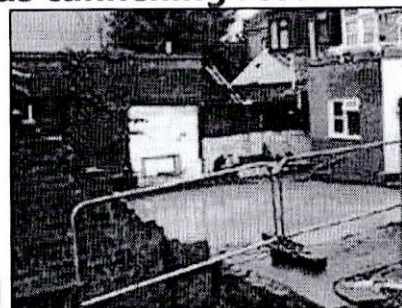
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## **Landslip families' fury as tunnelling resumes**

**Residents who were forced to leave their homes when tunnelling on the Channel Tunnel Rail Link (CTRL) caused a landslip have criticised plans for work to begin again.**



The hole was filled with cement

Three gardens collapsed and 47 residents were evacuated from their homes to a nearby church following the land collapse in Lavender Street, Stratford, east London, on 8 February.



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Residents accused bosses at CTRL of ignoring their warnings about disused water wells thought to have been disturbed by the tunnelling work beneath them.

Solicitor Louise Christian said that work was due to restart on Tuesday or Wednesday, 19 metres (62 feet) from the tunnel which is thought to have caused the disruption.

The CTRL will link St Pancras in north London to Kent.

Ms Christian said the Health & Safety Executive (HSE) sent a letter to CTRL which said the authorities have not identified what went wrong.

"The residents were worried about whether there was going to be further damage to their properties and further risk to their lives," she added.



"We don't know whether the investigation works that have been done are sufficient to identify whether a further problem could occur."

**“ Why are they starting work when the ground is still moving?**

Resident Neeta Patel

She said she would be writing a letter threatening judicial review proceedings for allowing the tunnelling to recommence before what went wrong had been identified.

The original hole - measuring about 4 x 7 metres and 10 metres deep - had been filled with concrete and it was not known how it would be affected by the re-tunneling, Ms. Christian said.

### Unsolved problem

She added that she was advising residents individually about whether they had a claim against CTRL.

Neeta Patel, whose family is still living in the Docklands after their home on top of their business, a post office, was littered with cracks, said: "Why are they starting work when the ground is still moving?"

"They haven't worked out what the problem is and they've done nothing about securing the properties."

Postponing work on the rail link has cost CTRL about £ 240,000 a week.

### **Independent surveyor**

A spokesman for the company said: "The HSE has issued a letter of non-objection so we are in a position to start work.

"CTRL is committed to putting right any damage caused to residents' properties and remains in discussion with them to ensure that this happens."

The spokesman said CTRL was paying an independent surveyor to advise residents.

It had also voluntarily offered to pay up to £10,000 to cover the cost of a second legal opinion on possible claims for compensation.

The £5.2 billion Channel Tunnel rail link is set for completion in 2007.

High-speed trains are set to run between the Channel Tunnel and Fawkham Junction in north Kent in the autumn



<https://www.alamy.com/stock-photo-the-view-of-the-back-gardens-between-the-grove-and-lavender-street-107174046.html>

The back garden of a house in Lavender Street, Stratford, east London, where workmen poured hundreds of tons of concrete into a hole that appeared in a landslip, which is believed to have been caused by work being carried out for the Channel Tunnel Rail link. \* Around 60 residents were evacuated from their homes after the hole opened up at the back of the properties.

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- In Dublin city, during the construction of the Green Luas Line of the new bus lane, construction teams broke into abandoned basements that had not been identified on Surveyors maps, on Harcourt Street. This halted works for several weeks and the basements needed to be backfilled with concrete (as above in London) before construction could recommence.
- From my own memory, there is a well underneath Prospect Way, which was part of a Monastery on Prospect Avenue. Dublin City Council demolished the monastery, church, and several houses in the 1960s, to build Prospect Way dividing Prospect

Avenue in half. In regard to the hidden basements on Harcourt Street, is TII aware of this? This is one example of why a thorough survey of the immediate area (and my property) is carried out before construction begins.

- What is the likelihood of Voids appearing underneath this property or any properties in our ACA?
- As I requested above, the TII's POPS insurance must remain in place for a minimum of 10 years, after the Operational period begins. Previous to that, the Construction firm awarded the contract to construct MetroLink, which must fully ensure all properties above the tunnel.

## **SUMMARY**

The Planning Officer is asked that TII's ensure the following measures will be carried out before, during construction, and in the Operational period of MetroLink.

1. During the construction of Glasnevin Station and the Metro tunnel, the Construction firm employed by TII must insure all properties against any damage which may occur.
2. That TII's POPS be increased from 1 year, after the Operational period begins, to 10 years.



3. The increase in time frame will protect our Architectural Conservation Area properties until the clay soil beneath their foundations settles.
  4. TII ensures three monthly monitoring, for damage, is carried out during the construction phase and the Operational period should any damage appear.
  5. Thorough Surveys be carried out on my property before the commencement of construction, during construction, and after completion.
  6. Our Architectural Conservation Area was represented at an Oireachtas hearing - details and link above - in an attempt to redirect the MetroLink from their Preferred Route protecting our historical houses. TII must take particular care during construction and the operation of MetroLink, to protect our properties as they have shallow foundations if any.
  7. To protect our historical properties from noise and vibrations, TII is requested to run Floating tracks underneath our homes.
  8. Should Floating tracks not be possible, every care to maintain wheels and tracks must be taken to ensure there is no noise or vibrations felt and to commit TII's contractors to a proper standard of maintenance on the system to ensure that this remains the case.
  9. That every care is taken to survey the area for hidden wells, basements, and other reasons Voids may appear, as shown above in both Dublin city centre and London.
-

### **3.0 CONSTRUCTION OF GLASNEVIN METROLINK STATION**

Our ACA will be affected, greater than any other area on this line, due to the construction of Glasnevin Station which is the largest and most difficult station to construct. As a result, very few houses will be impacted the way our ACA properties will be. It is essential that TII makes every effort to protect our properties, before, during construction, and during the Operation of MetroLink.

There are a have a number of concerns set out in the following sections:

#### **3.1 TRAFFIC MANAGEMENT**

##### ***Environmental Impact Assessment Report Volume 5 Appendix 5.5 – Glasnevin Station Construction Report***

##### ***2.2 Site Access/Egress***

*The proposed site entrances will be from Prospect Road (R108) and will be adjusted several times during the phasing of the works. The construction boundary on Prospect Road will occupy most of the existing footpath at the northeast corner of the station box. At the northwest corner, the station footprint extends into the adjacent property and the construction boundary will have to be locally amended to suit. Refer to the Scheme Traffic Management Plan (Appendix A9.4 in Volume 5 of this EIAR) for full details of temporary traffic management works.*

*Traffic coming to the site from the north will turn right from Prospect Road (R108) into the site. Most traffic leaving the site will be heading north, and after turning left out of the site will travel up Finglas Road, turning right into Prospect way, on to Botanic Road, St. Mobhi Road, and Ballymun Road towards the M50 which is approximately 6km away.*

*A separate pedestrian entrance is proposed off Prospect Road for those working on or visiting the site who arrive on foot or by public transport.*



*Refer to Figure 2.2 and Figure 2.3 below.*

**Figure 2.3: Proposed HGV route to and from the site (for most of the HGVs)**

- Traffic Movement - The information details above specify that construction traffic, leaving the station site, travels turning left up Finglas Road and then right Prospect Way, onto Botanic Road, St. Mobhi Road ...towards M50 ... approximately 6 km away.
- This route to exit the site and gain access to the M50 must be changed in the interest of all residents living in the vicinity of this construction site. It will be addressed in a later paragraph but it is stated that work on the construction of Glasnevin Station will be on a 24-hour-a-day, 7 days week rota and if this is allowed, HGVs will travel through a highly populated, residential area, all day every day.
- However, this is not a direct route from the construction site to the M50. Finglas Road (R135) is a direct route to the M50, without travelling through built-up residential areas, day and night. Finglas Road, to Finglas and directly onto the M50 is a dual carriage from Hart's Corner is approximately 8.8km

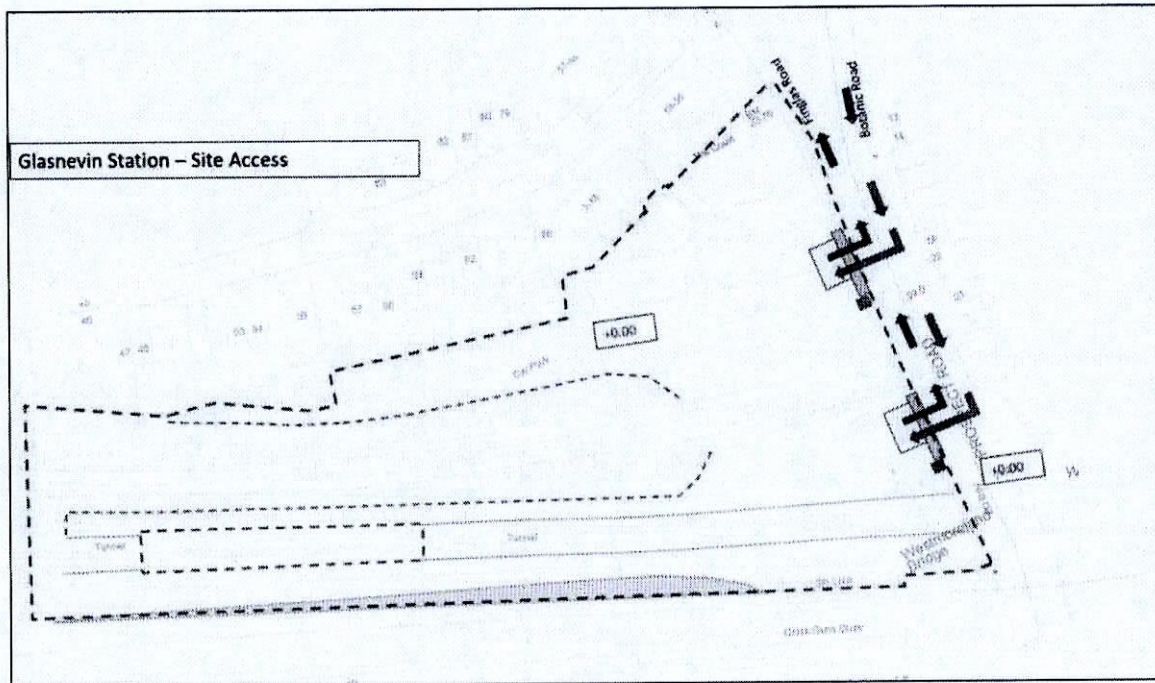
See links for maps below;

<https://www.google.com/maps/dir/Hedigans+%22TheBrian+Boru%22,+5+Prospect+Rd,+Glasnevin,+Dublin,+D09+PP93/Ballymun,+Dublin/@53.3877217,-6.323186,13z/data=!4m15!4m14!1m5!1m1!1s0x48670e781a3a5b6b:0x3a5225ade5f8369b!2m2!1d-6.2719712!2d53.3652229!1m5!1m1!1s0x48670e018ae17b9f:0x879a10ef89aefa95!2m2!1d-6.2657529!2d53.4101131!3e0!5i1>

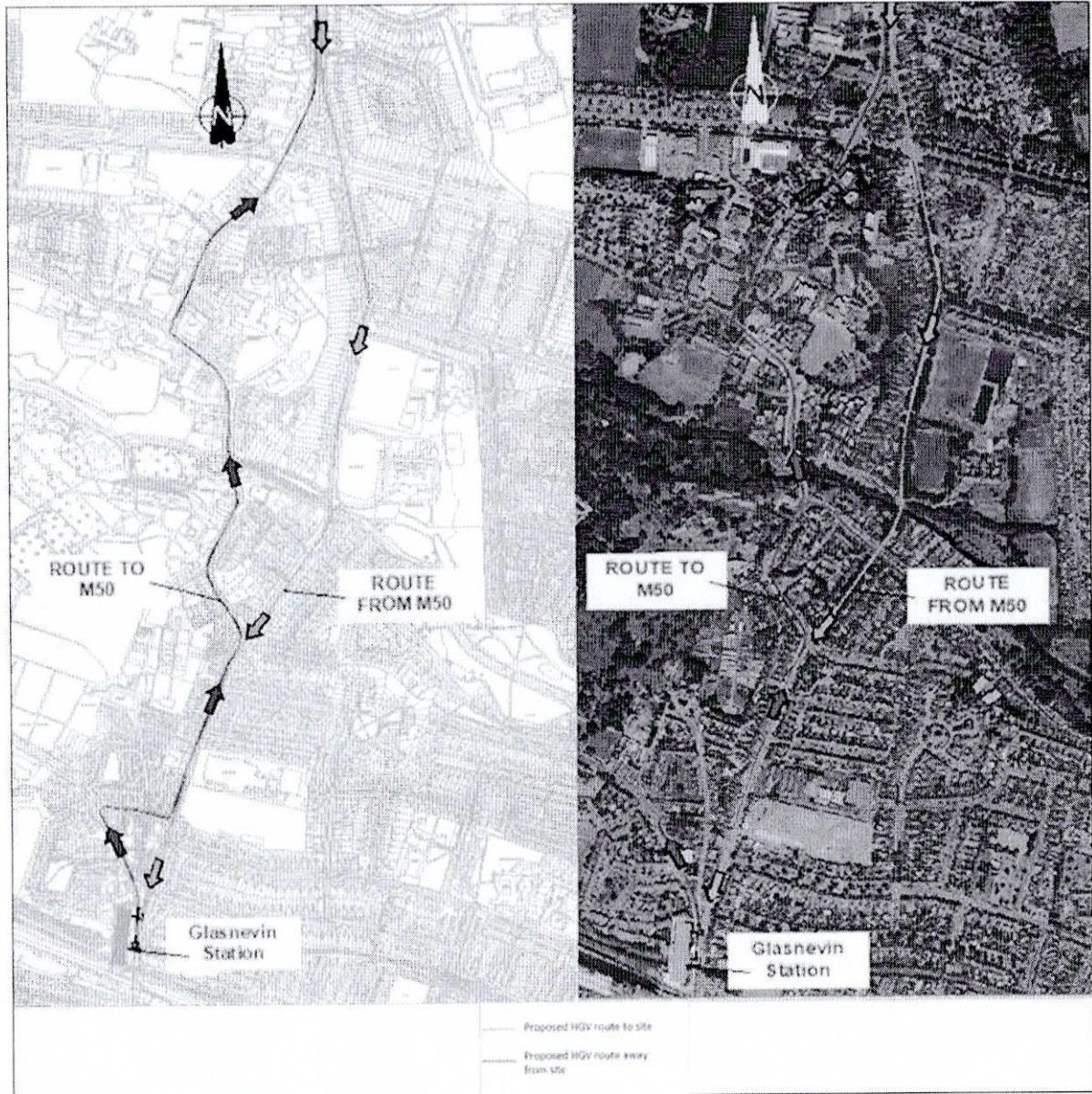
- Rather than what is proposed below, travel through quiet residential areas.

<https://www.google.com/maps/dir/Hedigans+%22TheBrian+Boru%22,+5+Prospect+Rd,+Glasnevin,+Dublin,+D09+PP93/Ballymun,+Dublin/@53.3877217,-6.323186,13z/data=!4m14!4m13!1m5!1m1!1s0x48670e781a3a5b6b:0x3a5225ade5f8369b!2m2!1d-6.2719712!2d53.3652229!1m5!1m1!1s0x48670e018ae17b9f:0x879a10ef89aefa95!2m2!1d-6.2657529!2d53.4101131!3e0>











#### Construction traffic impact assessment in City Centre Area AZ4

The general construction traffic impact assessment is presented in the EIAR (Volume 3 - Book 1 - Chapter 9). At strategic level (paragraph 9.6.1.1.6) the road network will be impacted by the construction of all stations/sections associated with the proposed Project. The following figure presents the proposed haul routes to and from the sites. The M1 and M50 Motorway will be utilised as haul routes to access the spoil site.

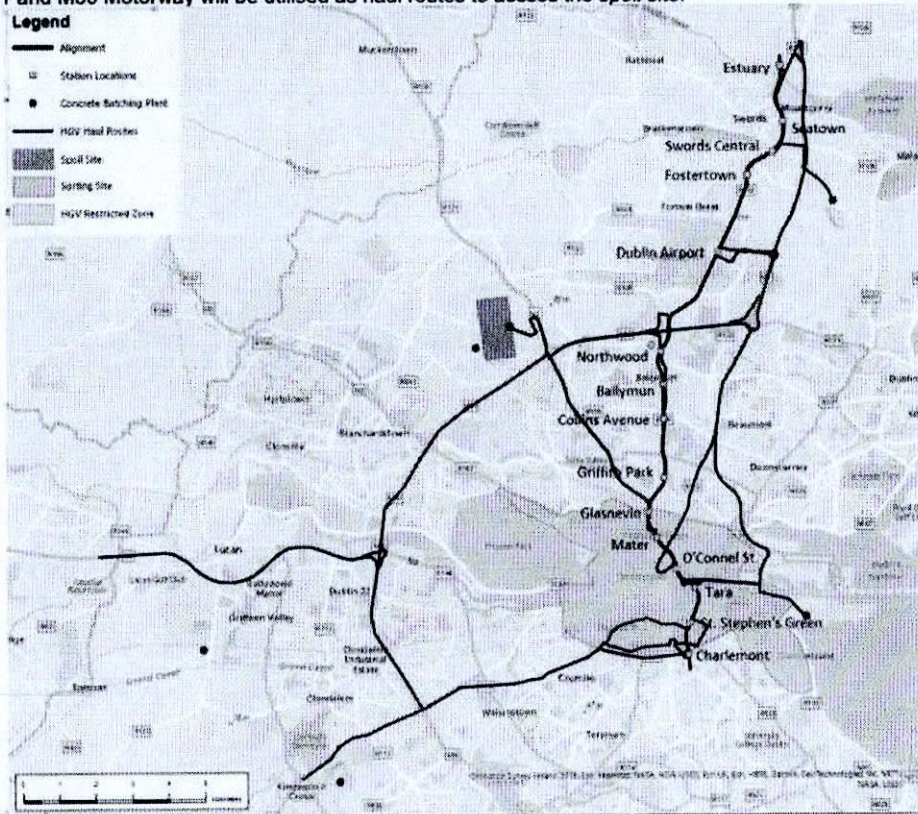


Figure 4.1: HGV Routing Options (EIAR Figure 9.9)

### **3.2. CONSTRUCTION PERIOD - GLASNEVIN STATION**

## **EIAR - Volume 5 - Appendix 5.5. Glasnevin Station Construction Report**

### **5. Construction**

*The Glasnevin Station development is a complex project with key interfaces with other infrastructure stakeholders. The station development includes the construction of the new MetroLink station, platforms for two commuter railways - Iarnród Éireann Sligo / Maynooth (old MGWR - Midland Great Western Railway) and Newbridge / Hazelhatch (old GSWR - Great Southern and Western Railway) a concourse area to connect all three railways together and dedicated substations for Metrolink station and Irish Railway. See Figure 5.1.*

The time scale for the construction of Glasnevin Station is 102 months. 8 and a half years. During this construction period, it is imperative that residents are protected from noise, vibrations, and dust, and that all disturbances are kept to a minimum, for the safety, health, and well-being of all residents and that vermin are properly controlled.

#### **7.5.6.3.1 Glasnevin Interchange Station - Working Hours, page 33**

*The construction working hours differ from the proposed standard working hours at this location due to the interface with existing Iarnrod Eireann infrastructure and live railway line and will require working to be carried out on a **24-hour a-day**, seven days a-week basis for some activities. This has been assessed within the EIAR.*



- TII's proposed construction-working hours model is strongly opposed due to the high density of the population in the area. A 24-hour-a-day, the seven-days-a-week basis for any construction activities will cause great distress to the health, and well-being of our residents. Strict times must be adhered to, to allow all residents a quality of life to enhance their well-being rather than constant construction work day and night, seven days a week.
- Should TII be allowed to work on the construction of Glasnevin Station round the clock, it will have devastating consequences for all residents.

### **3.3. METROLINK - GREEN ALTERNATIVE**

#### ***4.2 Vegetation and Tree Clearance***

*There are a significant number of trees that will require clearing to allow for the construction of the proposed Glasnevin station as indicated in Figure 4.1. Refer to Chapter 15 (Biodiversity) of this EIR for an assessment of biodiversity impacts arising from vegetation and tree clearance.*

- All trees removed from the station site must be reinstated and should be increased in number to reduce noise and pollution and

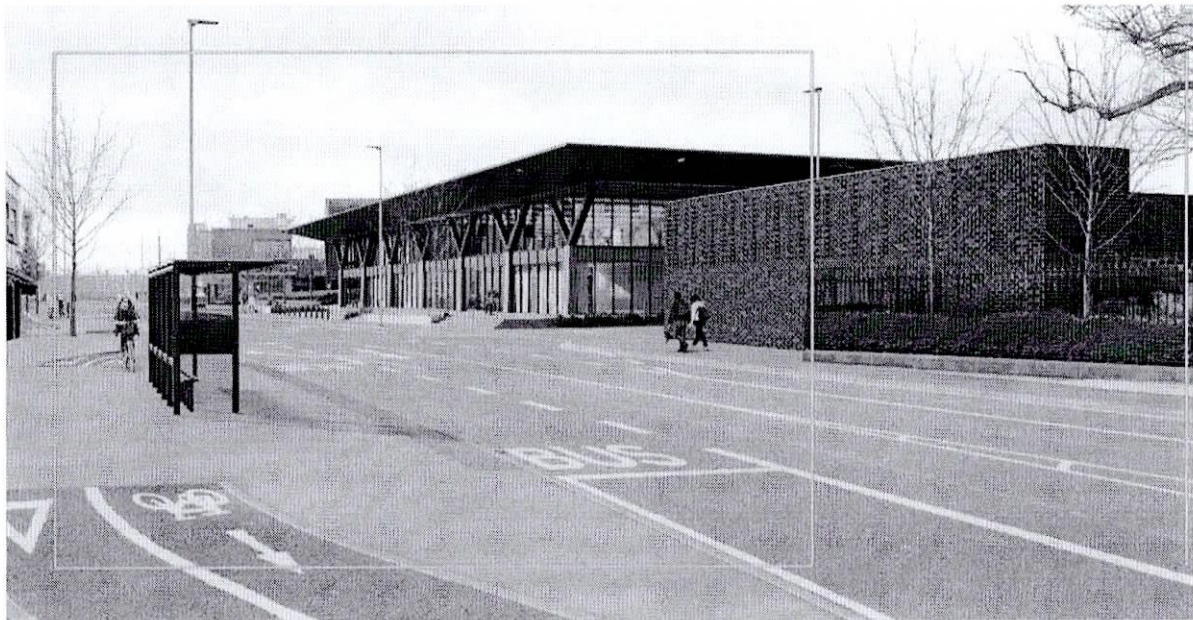
light pollution from this major transport hub. The MetroLink is purported to be a green alternative to chronic road congestion, yet the absence of trees, vegetation, green roofs, and shrubs is sadly noted. It is imperative that Glasnevin Station is heavily surrounded by trees, to reduce noise and pollution.

- That TII must consider a living green roof on the station to soften its appearance.
- TII Diagram 14: AZ2 Location and Features - MetroLink Non-Technical Summary page 20 - shows that the Dublin Airport Station entrance is covered with a living green roof. TII must use this green alternative at Glasnevin Station, to soften its metal and glass structure.
- TII must reconsider the design of the evacuation and ventilation Shaft and related buildings, from its Berlin Wall lookalike construction to a more Victorian model in keeping with our area and heritage.
- TII must soften the appearance of the vast Shaft at Glasnevin Station with vegetation. Otherwise, it is an invitation for graffiti and littering.



Treeless Station and block shaft wall.

MetroLink is purported to be a 'Green' alternative.



### **3.4. CULTURAL HERITAGE**

***Figure 4.4: Plan Showing Properties to be Demolished and Site Area***

#### ***4.5 Archaeology***

*There are no archaeological or cultural heritage assets assessed as being of Very High importance located within the proposed station area (see Chapter 25 of this EIR). However, there are a number of architectural heritage constraints. These are detailed in Chapter 26 of this EIR (Architectural Heritage), along with associated mitigation measures.*

- Although TII perceives The Brian Boru pub, mentioned in *Ulysses*, as of no cultural significance the residents of this area profoundly disagree. The building is to be compulsorily purchased for the erection of the new Glasnevin Station. The Brian Boru is part of our local and national history which will be lost forever if. It is suggested that the front facade of the building be incorporated into the glazed and metal building, (completely out of character with our Victorian architecture) as part of our shared history.

**ULYSSES** by James Joyce.

Leopold Bloom attends Paddy Dignam's funeral in Prospect Cemetery.

*"...He lifted his brown straw hat, saluting Paddy Dignam. **They drove on past Brian Boroimhe house.** Near it now...*

*The carriage steered left to Finglas road.*

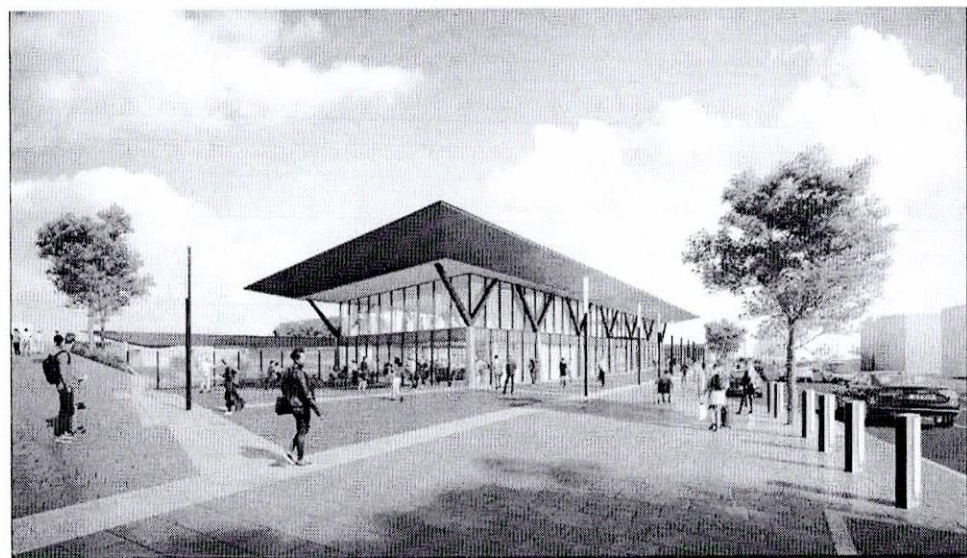
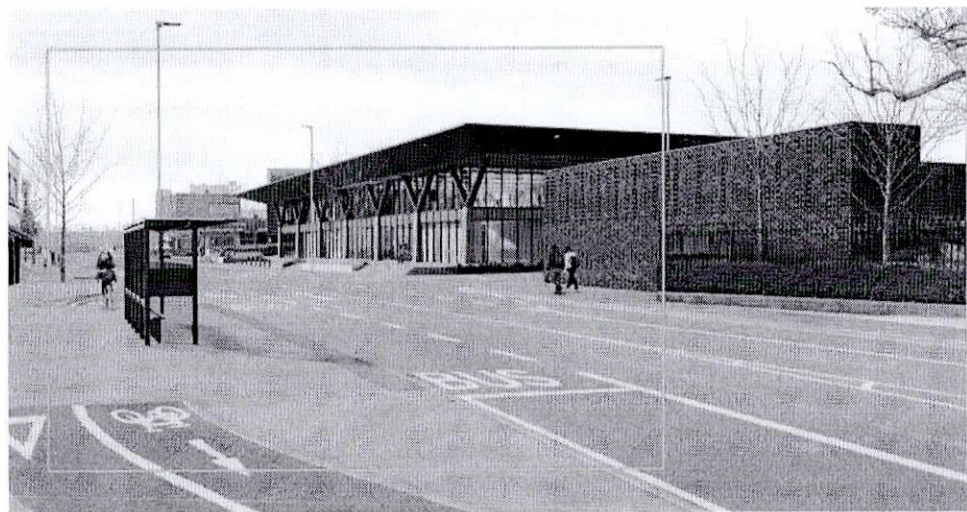
*The **stonecutter's yard on the right.** Last lap...The high railings of Prospects rippled past their gaze..."*

Brian Boru today and buildings to be demolished alongside to be demolished.





Proposed Glasnevin Station - with Shaft



- Please see the link as an example of how the Brian Boru facade could be successfully integrated and culturally appropriate development achieved;
- <https://www.kingscross.co.uk/about-the-development>

### **3.5. SAFETY MEASURES AT GLASNEVIN STATION**

- When constructed, Glasnevin Station will incorporate three railways, under one roof that must be managed to ensure the safety and the well-being of all residents living in the area and passengers travelling on these lines daily.
- TII must set out its security plans and respond to the following questions;
  1. Will the station be gated or not?
  2. Will security staff be present on a 24-hour monitoring basis?



3. How will anti-social behaviour and other safety concerns of residents in the vicinity be dealt with?

4. Will CCTV monitors be in-situ?

5. What are the opening and closing times of the Glasnevin Station?

- It is requested that TII put a cleaning contract in place to ensure the station and surrounding areas are free from litter and graffiti.
- TII should look to European Metros to set out acceptable standards for the above issues.

### **3.6. COMMUNITY SPACE WITHIN GLASNEVIN STATION**

- Glasnevin Station will take a minimum of 102 months to construct causing a huge negative impact on our community.
- The Brian Boru public house is to be compulsorily purchased and demolished to make way for Glasnevin Station.

When the Station is complete it is, therefore, requested that TII make a community area available, within the station for residents, where they can enjoy social gatherings and a shared sense of community.

## **SUMMARY**

The Planning officer is asked to ensure the following is observed by TII in the construction and operation of MetroLink's Glasnevin Station.

1. No other area will be as impacted as Glasnevin (Hart's Corner), Dalcassian Downs, Prospect ACA, and the immediate surroundings during the construction of Glasnevin Station and tunnelling underneath our ACA.
2. Because of the major upheaval to accommodate number 1, certain regulations must be in place to make life bearable for residents.
3. There there will be no 24-hour-a-day work schedule at Glasnevin Station.
4. That the route to the M50 be changed so HGVs will not travel through residential areas but rather on a dual carriage way to reach the M50.
5. That during the construction period of 102 months minimum, every care is taken to reduce noise, dust and disruption to residents living in this highly populated area.
6. That Glasnevin Station and the Shaft, have all trees replaced and increased to reduce noise and pollution. That the Glasnevin Station roof be green, similar to Dublin Airport's Metro roof.
7. That the demolished Brian Boru's facade is incorporated into the ultra-modern glass and metal Station to preserve our shared history.



8. Glasnevin Station is the largest station on the purposed MetroLink. This station will bring three railways into one and will see thousands of passengers pass through each week. TII must ensure that all measures are taken to safeguard residents and passengers against anti-social behaviour and other problems a major railway station can attract.
  9. A gated station is preferable with security staff employed on a 24-hour a-day, seven-days-a-week rota.
  10. That cleaning of the station and any possible graffiti is removed immediately.
  11. That once the station is complete, a community area is made available for residents who have lost their local public house and community accommodation, which Brian Boru catered to for many decades.
- 

#### **4.0 Substratum Land Take And Its Impact**

- The only information given in the ROA Documentation is;

##### **4.1. Information on Land Take**

***BOOK OF REFERENCE OF LANDS THAT MAY BE ACQUIRED - Page 192***

*Description Substratum of land Situation Under 48 Prospect Avenue*

**METROLINK - BOOK OF REFERENCE - THIRD SCHEDULE:**

*Substratum land which may be acquired*

*Quantity, description, and situation of Land Owners or Reputed Owners  
and Occupiers or Reputed Occupiers Description Substratum of land  
Situation Under 48 Prospect Avenue*

*Anne Meehan 48 Prospect Avenue Glasnevin.*

***Volume 3 – Book 3: Material Assets, Waste and Materials  
Management, Cultural Heritage, Landscape and Risk Chapter 21:  
Land Take***

- Acquisition of land - (Land Take - Substratum) - Under what Authority or Act can TII propose to acquire the land underneath my property, owned in Freehold, for the purpose of running MetroLink?

**Chapter 21 - EIAR Pages 50-52**

*Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and on Figure 21.1.*

- On the map provided to me by TII, my property ID no. ML B5 - 002 - B120, shows the Substratum Land Take of the soil underneath
- my property, measuring approximately 15 meters. TII did not provide me with answers to questions emailed during this time, as



to the exact depth, width, and reason why this land is required and for what purpose.

- TII must adhere to the legal restraints of acquiring land if they wish to acquire the privately owned Substratum land underneath my property.
- Once exact measurements are given, of the proposed land take acquisition, and detailed reasons for its use, TII must therefore offer compensation, to acquire the said Substratum land, underneath my property.
- Although TII furnished me with a simple map of the 15-meter Zone of settlement, directly underneath my property, no detailed maps have been given. The engineers assisting affected stakeholders RINA and other parties working alongside this development have been furnished with detailed maps showing possible risks to properties, soil settlement, and other impacts on property owners, while the owners themselves have received only a brief outline of the Land take and the briefs possible risks.

## **4.2. EIAR Minimum information of Substratum**

### **Land Take**

**From Chapter 21 EIAR – Land Take pages 50-52**

#### **2. Land take**

*Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and **are clearly outlined within this Chapter.***

*Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and in Figure 21.1.*

*This Chapter describes the baseline conditions associated with land take, examines the predicted impacts associated with both the construction and operation of the proposed Project and where impacts cannot be avoided, proposes mitigation measures, and identifies residual impacts following the implementation of mitigation measures.*

- Although TII states in the above Chapter, that Land takes '**are clearly outlined within this Chapter**', this is not the case.



- The charts outline the land take and possible damage to our properties starting at Whitehall and skip over all privately owned properties to Dalcassian Downs.
- There is no information regarding privately owned properties and the impact MetroLink will have.
- Although the request for information was sought from TII, none was forthcoming before the date for Submissions closed.

#### TII's Charts our area AZ4

Entrance to Whitehall College with stone gate posts, gate, and railings. Whitehall College is a protected structure.	Temporary acquisition of lands at the entrance to Whitehall College to accommodate the construction of Griffith Park Station.	Very High	Medium
The Court, Dalcassian Downs apartment complex, Glasnevin. Communal garden areas, car parking, and access to the apartments. Decorative railings and gates at	Permanent and temporary land take for the construction of Glasnevin Station within the gardens of the apartments. The works will	High	High

Dalcassian Downs is protected structures.	take place close to the railings and gates with consequent effects on the setting.		
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### **4.3. - Substratum Land Take - valued at nil**

#### **21.5.2.4 Substratum Land Take**

*The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. The total area of substratum land take is 325,388m<sup>2</sup>. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1.*

*The baseline rating for substratum land take has been considered to be 'Very Low'. Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states; 'The value of **any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant**'.*

*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. This assessment is detailed in Appendix A5.17 of the EIAR (Building Damage Report) and summarised in Section 5.4.11 of Chapter 5 (MetroLink Construction Phase).*

- Although TII has not informed me of the proposed LOD and valued the land 'lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the



claimant'. The value of the land underneath my property may be valued as 'nil' by the TII however, I am the owner of the land and as such must be consulted and compensated should the land be granted acquisition.

### **21.7 Residual Impacts**

*The most significant land take impacts are those associated with **permanent acquisition**. Although the compensation scheme for compulsory purchase will financially recompense landowners, it is recognised that the residual impact will remain Profound for many owners, particularly of residential properties.*

### **Chapter 21 Volume 3 - Book 3.**

- This statement must be taken into consideration during the compensation process.

### **4.4. LAND TAKE CPO AND COMPENSATION**

**NA29N.314724.      Page 64. - OF Chapter 21 - EIAR**

***TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code.*** Appropriate compensation will also be payable to owners of properties that are subject to short-term and/or temporary acquisition.  
Compensation will be provided through the Compulsory Purchase Order (CPO) process. In exercising compulsory purchase powers, TII will need to have demonstrated to An Bord Pleanála that the extent of

*compulsory acquisition is proportionate to the public interest in the scheme, that the properties in question are suitable and necessary for delivering the project, and that alternatives to the acquisition of the properties in question have been considered. In accordance with the compulsory purchase code,*

*Volume 3 – Book 3: Material Assets, Waste and Materials Management,  
Cultural Heritage, Landscape and Risk  
Chapter 21: Land Take*

***...reasonable steps should be taken to acquire all rights and interests in land included in the Railway Order in a fair and equitable manner.***

*CPO powers are based on legislation enacted by the Oireachtas, such as the Housing Act 1966, and the Planning and Development Act 2000, the Planning and Development (Strategic Infrastructure) Act 2016 and legislation that predates the foundation of the state including the Land Clauses Consolidation Act 1845, 1919 Act Acquisition of Land (Assessment of Compensation). Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2020) which can be found on-line at:*

[https://www.metrolink.ie/assets/downloads/MetroLink\\_CPOGuideline\\_Doc\\_FinApp\\_310820.pdf](https://www.metrolink.ie/assets/downloads/MetroLink_CPOGuideline_Doc_FinApp_310820.pdf)

- The above, as with several other links, do not open and if they do, have no information.



#### **4.5. AN BORD PLEANALA ACQUISITION OF LAND**

In regards to the proposed acquisition of the land underneath my property, An Bord Pleanála states;

NA29N.314724

*Compulsory acquisition of land cases under various enactments for developments which are classified as strategic infrastructure development. Any separate compulsory acquisition cases which are for the purpose of facilitating a proposed development which is a strategic infrastructure development are also classified as strategic infrastructure development (see compulsory acquisition cases above). Note that any proposals for compulsory acquisition of land for the purposes of a proposed road scheme (as defined in section 47 of the Roads Act 1993) or railway works the subject of a railway order are incorporated in the relevant road scheme approval application or the relevant railway order application.*

##### *Claims for Costs*

*The Board has the power to award a contribution towards reasonable costs incurred by any person appearing at an oral hearing, relating to compulsory acquisition of land cases by the local authority involved. The award of costs will depend on the outcome of the particular case and will generally only be paid to those who are directly affected by the compulsory acquisition of the land in question. The Board has the power to decide what costs are reasonable and can decide to award all, some or none of the costs requested by the participant.*

- Before the Railway Order is permitted to run MetroLink underneath my property, full compensation must be agreed between both parties.

## **4.6 Land Acquisition Strategy**

### *21.6.1.3 Land Acquisition Strategy*

*A Land Acquisition Strategy (LAS) has been prepared by TII. The strategy sets out the approach that*

*MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.*

***It provides the affected parties with a clear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide.***

***The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.***

- There has been no communication from TII regarding the 'acquisition process' or any 'engagement with all affected parties.'

## **SUMMARY**

- As the owner of a freehold property, by law, I own the soil beneath my property to the centre of the earth, and above my property to the sky.



- The Planning officer is asked to observe An Bord Pleanála's own directions regarding the compulsory acquisition of land and to compensate me for any land take by TII.
- That TII make available information outlining compensation. The link provided by TII contains no information.

[https://www.metrolink.ie/assets/downloads/MetroLink\\_CPOGuideline\\_Doc\\_FinApp\\_310820.pdf](https://www.metrolink.ie/assets/downloads/MetroLink_CPOGuideline_Doc_FinApp_310820.pdf)

- That TII communicate fully with me regarding their purposed substratum land take, responding to all my questions emailed, which they never answered. These questions regard under whose Authority or Act they can CPO the land underneath my property. Also, the depth, width, and reasons for their land take.

## **5.0. Conclusion**

As the owner of the above property, inherited from my parents and grandparents before them, I ask that An Bord Pleanála put strict guidelines in place to protect my Architectural Conservation Area (ACA) property.

Although I am not against MetroLink and welcome a green alternative to traffic congestion, I do object to MetroLink tunnelling and operating beneath my property and the properties within the ACA.

The main reason is - as stated in my representation of the Oireachtas - that our ancient properties are built with little or no foundations. There is no precedent set in Ireland for the construction and operation of an underground railway and the possible damage to the properties above. An alternative was suggested to TII; that MetroLink runs out of Drumcondra station, but Drumcondra is not their Preferred route, Glasnevin is.

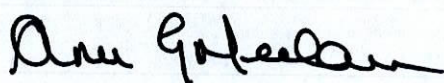
It is imperative that all due care is given to property owners and that the POPS guarantee scheme is increased from 1 to 10 years, minimum.

That the design of the Glasnevin Station incorporates the Brian Boru pub and that the Shaft is redesigned or softened with vegetation.

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That compensation is paid for land take and explanations given for its use.

The Planning Officer take note that up to a week before the Observation cut off time of 25.11.22 - TII was still uploading information to its site regarding the construction and operation of MetroLink, which is grossly unfair to stakeholders who were given a mere 6 weeks to make their Observations.



Anne G. Meehan