

Submission No.	059
Organisation Name or Name of Submitter	Deirdre Vaughan (resident - 7 Fairfield Road, Glasnevin)

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Letter Re: Metrolink Plan - Glasnevin to Griffith Park. Impact on 7 Fairfield Road, Glasnevin, Dublin 9.

1	Letter	1	<p>I wish to object to the tunnel going underground under my property on the following grounds:</p> <ul style="list-style-type: none"> • Trespass into the subsoil under my property; • Concern regarding the depth below ground level of the tunnel; 	<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>Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. Subject to a railway order being granted for the Scheme, TII will have the right to acquire the substratum land beneath this property for the purpose of constructing the Metrolink Scheme and as such can not be considered to be "trespassing" under the property concerned.</p> <p>TII acknowledge your concerns regarding the depth of the tunnel beneath your property. For the MetroLink project, the depth of tunnel will vary along the route but it is expected that the average depth will be approximately 24m from ground level to track level. In the vast majority of cases the subsoil can be acquired without affecting the above ground property. For 7 Fairfield Road the following data are shown on the individualised property details plan (please refer to Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03061, ML4L-U37):</p> <ul style="list-style-type: none"> • Ground level to crown of tunnel (m) - 11.8. • Ground level to track (m) - 18.5.
2	Letter	1	<ul style="list-style-type: none"> • Significant and substantial vibration during construction; 	<p>TII understand the reasons for your concerns and would like to provide the assurance that the potential disturbance impact on your property as a result of the proximity of the proposed tunnel and station has been carefully assessed. This includes the impact of noise and vibration from: the tunnel boring machine (TBM) and mechanical excavation; construction generated ground movements leading to settlement and possible building and property movement; and the operation of MetroLink. All of which have been assessed and reported in the EIAR and are summarised below.</p> <p>With exception of a temporary disturbance to occupants when the TBM passes your property, TII are predicting a 'not significant' impact to the building occupants and your building, or risk to the integrity of your house.</p> <p>Potential impacts associated with airborne noise and vibration during the construction phase of the proposed Project are addressed in Chapter 13 (Airborne Noise & Vibration). As this location is in excess of approx. 400m from surface construction sites then no airborne noise or vibration impacts are expected.</p> <p>Chapter 14 considers Groundborne Noise and Vibration, the Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project for 7 Fairfield Road.</p> <p>* The predicted level of groundborne noise during TBM passage is 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on the building occupants.</p> <p>* The predicted level of groundborne vibration during TBM passage is 0.266 ms-1.75, which is lower than the VDV Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"> • Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels. See Appendix A5.1. • TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6). <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p>

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3	Letter	1	<ul style="list-style-type: none"> • Danger of collapse as a result of excavation; 	<p>TII will undertake a comprehensive procurement programme to ensure that the design and build contractors are suitably competent, that tunnelling equipment is state of the art and that the assessment of the impacts of the tunnelling are robust. The works will be overseen by TII and independent professionals assuring the works are fit for purpose. Your property is not directly over the tunnel and hence the risk of collapse impacting you property is remote.</p> <p>A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that property Ref B - 158, as one of the representative properties on Fairfield Road selected similar to your property, has been assessed as falling within the 'Negligible' category.</p>
4	Letter	1	<ul style="list-style-type: none"> • Drainage/flood risk, smells and odours; 	<p>There is no predicted impact on flooding, drainage, smells or odours due to the tunnelling process at this location and as your property is distant from both Griffith Park and Glasnevin Station there is no impact due to those works either.</p>
5	Letter	1	<ul style="list-style-type: none"> • Noise disturbance; 	<p>Please refer to response item (2) above related to noise and vibration.</p>
6	Letter	1	<ul style="list-style-type: none"> • Impact on the environment and the heritage of my property which is over 100 years old; (7 Fairfield Rd, Glasnevin) 	<p>The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population & Land Use) of the EIAR, with mitigation measures proposed where required. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise & Vibration) and Chapter 14 (Groundborne Noise & Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic & Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Please refer to response item (2) and (3) in relation to potential environmental impacts at your property.</p> <p>Please note that as there are no significant impacts predicted to the structure there is no heritage impact.</p> <p>A number of different forms of mitigation are specified, the most common of which, given the length of the tunnels to be bored, relates to the carrying out of condition surveys of buildings and other structures of architectural constraints in the proximity of the tunnel prior to and following the completion of the tunnels. This will be undertaken through the Property Owners Protection Scheme (POPS, refer to response item (10) below for more information) which will undertake 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 it will recommend repairs as appropriate.</p>

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7	Letter	1	<ul style="list-style-type: none"> Area is quiet adequately serviced by public transport; 	<p>The two stations nearest to your property are fundamental to improving transport links for Dublin and the local communities. Griffith Park Station will be accessed from the south off the existing access to Whitehall College of Further Education. The station will connect with bus routes on the R108 St Mobhi Road as well as walking and cycling routes. Glasnevin will be a major interchange station providing direct connections for passengers using MetroLink, the Western Commuter Line and the South-Western Commuter Line Iarnród Éireann services, local bus routes, walking and cycling.</p> <p>The EIAR Chapter 7 (Consideration of the Alternatives) describes the main alternatives considered at all stages of the MetroLink project development in order to clearly outline the decision-making process that has led to the proposed Project, including alternative route alignments and station location options.</p> <p>The need for the Project is clearly laid out in EIAR Chapter 3.</p>
8	Letter	1	<ul style="list-style-type: none"> Substantial damage to the foundations of my property; 	Please refer to response (3) above related to assessed impacts of construction generated ground movements and settlement on property.
9	Letter	1	<ul style="list-style-type: none"> Concerns with regard to boring and drilling and the impact on my property with a danger of collapse as a result of excavations. 	Please refer to response item (3) above related to assessed impacts of construction generated ground movements and settlement on property.
10	Letter	1	I reserve the right to submit further objections and I will be claiming substantial damages in respect of devaluations to my property. Please advise of the protection you have put in place to compensate and protect my position.	<p>Information regarding relocation and financial compensation related to the proposed Project is provided in Chapter 11 (Population & Land Use) and Chapter 21 (Land Take) of the EIAR.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population & Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/, and this is where useful updates will be made available as the proposed Project progresses.</p>
11	Letter	1	I wish to record there was no consultation with me regarding the rerouting of the Tunnel which shows lack of respect on your part.	<p>Please be informed that TII have undertaken an extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by the EIAR Chapter 8, Consultation, as well as undertaking a detailed and an extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce potential environmental impacts, that accompanies the MetroLink RO application.</p> <p>As detailed in Chapter 21 (Land Take), following a review of the Emerging Preferred Route (EPR) and the issues raised during the EPR Consultation, the Preferred Route was determined. Consultation on the Preferred Route (and associated land take) took place over an eight-week period from 26 March 2019 to 21 May 2019. A total of 2,132 submissions were received by email, post and at consultation events. Further details on the consultation process can be found in Chapter 8 as above.</p>