

<b>Submission No.</b>	<b>253</b>
<b>Organisation Name or Name of Submitter</b>	<b>Paul Hughes (9 Berkeley Road, Phibsborough)</b>

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**Letter Re: Mater Stop**

1	Provision for a Community Fund	1	Provision should be made for a community fund, the impact of this construction on the property and inhabitants of the Berkeley Road area is going to be profound and largely negative nature.	<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 will work with established Community Groups through the proposed local community liaison offices along the route to identify projects at local level that would involve the community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"> <li>- A local school learning programme.</li> <li>- Enhancement of community amenity within agreed funding limits.</li> <li>- Engagement with final landscape and finishing options.</li> </ul> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p> <p>TII disagree with the statement that the impact of construction on the property and inhabitants of the Berkeley Road area is going to be profound and largely negative in nature. Chapter 5 (MetroLink Construction Phase) details the construction works at Mater Station and the anticipated impacts. Temporary closures and diversions of roads and footways will be required during various phases of the works, however access to properties and premises will be maintained throughout the works. Similarly, 24hr access for emergency vehicles to Mater Hospital will be maintained throughout the works, ensuring services are not disrupted. As noted, no demolition of existing properties is required at this site.</p> <p>Please refer to Response (4) below in relation to the anticipated impacts of construction noise and vibration, and to Response (8) in relation to air quality and dust during the construction phase. As noted in both responses, appropriate mitigation measures will be implemented to reduce the impacts as much as possible. EIAR Appendix A5.1 Outline CEMP highlights that ongoing monitoring and inspection (both internal and external) will take place throughout the construction phase to ensure exceedances of criteria do not occur. Any exceedances of criteria must be reported to TII to allow for corrective action to take place. A Freephone helpline (e.g 0800) will also be available to allow for any concerns from the public to be communicated and resolved where possible.</p>
2	Provision for a Community Fund	1	The community should be administered by representatives of the local stakeholders (The residents and business associations, DCC, TIA, Mater Hospital, D7 Alliance).	<p>Please refer to Response (1) above in relation to a community fund.</p> <p>As outlined in Appendix A5.1. Outline CEMP, TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. The contractor(s) will be responsible for putting in place a Stakeholder Communications Plan which will be developed under the consent of a Public Liaison Officer appointed by TII. This plan will provide a two-way mechanism for members of the public to communicate with a designated member of the contractor(s)'s staff and for the contractor(s) to communicate important information on various aspects of the proposed Project to the general public.</p>
3	Provision for a Community Fund	1	Ordinary people have invested in this area in terms of their houses, their flats, their businesses - these personal and monetary investments will be on hold for the duration of the project. Another important consideration is that the lives of the people living in this area will be challenged by potential health issues such as air quality, dust and noise. Changes to our daily lives will be required to facilitate the impact of parking and access issues.	<p>Regarding impact to property values, rental income and loss of business, whilst there will be disruption during the MetroLink construction activities, TII believe that once the Scheme has opened, property values will increase as is generally the case with projects of this nature.</p> <p>As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner. Once a contractor has been appointed, TII will seek to further optimise the programme with a view to reducing the overall duration of works at the proposed Mater Station. TII will consult with stakeholders on any such proposals received from the contractor.</p>

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				<p>Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The construction site for Mater Station will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Berkeley Road in particular. This includes potential noise and vibration impacts from construction activities as detailed in EIAR Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p>
				<p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>As noted in response item (1), temporary closures and diversions of roads and footways will be required during various phases of the works, however access to properties and premises will be maintained throughout the works. Similarly, 24hr access for emergency vehicles to Mater Hospital will be maintained throughout the works, ensuring services are not disrupted. Appendix A9.5 Scheme Traffic Management Plan details the impact to parking and loading during the construction of Mater Station in section 7.7. As detailed, Pay and Display and Resident Permit parking will be removed on Berkeley Road and on Eccles Street, with a temporary relocation of the taxi rank during the works (location to be agreed with Dublin City Council).</p> <p>With the partial closure of Eccles Street for general traffic (with the exception of emergency vehicles accessing Mater Hospital), diversions for local traffic will utilise Berkeley Road and Blessington Street towards the N1. However, there are minimal impacts on traffic flows and driver delay as a result of this. Berkeley Road, on approach to the new priority junction, will see an 11 second increase in driver delay during the morning peak, with a maximum delay of 27 seconds in the evening peak.</p> <p>Please refer to Response (8) below in relation to the anticipated impacts on air quality and dust. Please refer to Response (4) related to the anticipated impacts on noise and vibration.</p>
4	Provision for a Community Fund	1	The extent and duration of this project will have a profound effect on the businesses and retail outlets on Berkeley Road, the majority will not be able to survive, especially the businesses in nos 10 - 18 Berkeley Road. This row of shops defines Berkeley Road and will be the most effected by the vibrations and noise levels. Investment by TII should be put into reinstating the shops on Berkeley Road according to the DCC Shopfront Design Guide as this street is zoned as a Conservation Area.	<p>TII are committed to working with the local business community around the Mater Station to ensure that disruption to normal business operations as a consequence of MetroLink are kept to a minimum. As noted in Response (1), support for community projects could include support for the businesses noted on Berkeley Road.</p> <p>In order to manage and mitigate any impacts as a consequence of the works at Mater, the appointed Contractor will be required to set out in their Construction Environmental Management Plan (CEMP) their plans to mitigate impacts and ensure criteria is not exceeded, an outline of which is included in EIAR Appendix A5.1.</p> <p><b>Traffic</b> Please refer to response item (3) in relation to the impacts on road users during the construction works. Chapter 5 of the EIAR (MetroLink Construction Phase), explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works.</p> <p>Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p>

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				<p><b>Airborne Noise and Vibration</b>            EIAR Chapter 13.5.2.6.6 Mater Station sets out the assessment of airborne noise and vibration during the construction of Mater Station and includes the consideration of a number of receptors on Berkeley Road, including no. 9.</p> <p>As stated in EIAR Chapter 13: Airborne Noise and Vibration, section 13.2.6.1.3, the principles for the management of Airborne Noise &amp; Vibration in the EIAR are based on BS 5228-1. Based on this standard the Construction Noise Threshold (CNT) was calculated for receptors on existing rounded ambient noise levels. In accordance with this standard, the CNT is set at 70 dBA at no. 9 Berkeley Road.</p> <p>The CNT threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p>
			Response (4) continued.	<p>Table 13.64 of Chapter 13 also presents the potential significant airborne noise impacts during the construction of Mater Station. At no. 9 Berkeley Road the Construction Noise Threshold set is predicted to be exceeded during a number of the earlier construction phases unless action is taken to mitigate. Mitigation in the form of plant selection, noise reduction at source and the provision of 4m high acoustic hoarding will reduce the impact, although it is possible that some residual impact may remain and would require further consideration in the form of the TII Airborne and Groundborne Noise Mitigation Policy.</p> <p>Prior to commencing construction, the appointed contractor undertaking the construction of the works at Mater will be required to undertake noise &amp; vibration monitoring at representative noise sensitive locations to evaluate and inform the control requirements and take specific noise abatement measures to the extent required and to comply with the recommendations of BS 5228-1 (BSI 2014a). In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1, and specifically Construction Noise and Vibration Management Plan (CNVMP) for Dublin City Council approval. The requirements for the control of Airborne Noise &amp; Vibration are included in section 6.2 Noise and Vibration.</p> <p><b>Groundborne Noise and Vibration</b>            Appendix 14.5 Groundborne Noise and Vibration and Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project for buildings on Berkeley Road. With the exception of groundborne noise impacts during the passing of the TBM, all other predicted levels of noise and vibration during mechanical excavation, blasting and the vibration levels from the passing of the TBM at Mater Station are lower than threshold levels, resulting in a not significant impact on buildings.</p>

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				<p>The predicted levels of groundborne noise during TBM passage is up to 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact during the relatively short duration of the TBMs passage past these buildings, which is anticipated to be within approximately two weeks.</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"> <li>• 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.</li> <li>• 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).</li> </ul> <p><b>Further Action</b> Should the Project be approved, prior to the commencement of any construction works, a detailed noise assessment for each work site will be undertaken based on the most up to date information for each. There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the Construction Phase of a project. Local authorities normally control construction activities by imposing limits on the hours of operation and consider noise limits at their discretion. Additionally, the Contractor undertaking the construction of the works will be required to take specific noise abatement measure to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a).</p> <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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5	Provision for a Community Fund	1	Given the impact of this project on our area I feel that a substantial investment will be required for improvements to the public domain, Berkeley Road and street. It is important that these are integral to the station construction. An attractive street invites investment, the rejuvenation and regeneration of Berkeley Road will be essential for the return of commercial activities to this area. There is a very big risk that we will lose our retail and commercial outlets which are an important aspect of our lives and are an important part of the 15 minute city concept.	<p>TII acknowledge and appreciate the potential impact locally as the Project is delivered, and consequently have proposed various measures in the EIAR to mitigate these impacts while the Project is progressed. Once the Project is completed, the benefits to the community and opportunities for local businesses will be enhanced not diminished.</p> <p>Upon completion of the station at Mater, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. The green park will be restored close to its existing condition within the triangle of buildings along with the proposed amendments also made to the original Mater Hospital section of Eccles Street, which will enhance and transform the area around the station on completion. See also Landscape Photomontages LLCA 19: V19.1 to 19.5. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.</p> <p>As detailed in EIAR Chapter 3 (Background to the MetroLink Project), the proposed Project will by way of modal shift and by taking significant volumes of passenger movement underground, support the transformation of the surface level environment, making it more attractive for people to engage with. People will be more likely to walk or cycle in the area, increasing health benefits, or to frequent shops or restaurants, increasing economic benefits. The stations will also attract a wide range of businesses keen to take advantage of the projected footfall. This will help to boost economic activity and generate an improvement to the urban realm. Studies have found that this could result in an uplift in office rental values, an uplift in retail rental values, declines in vacancy rates, and a boost in walking behaviours.</p> <p>The attractiveness of the urban environment is also a key determinant in where people choose to live. As the proposed Project improves this in North Dublin it will help to attract both people, amenities and businesses into the area, further encouraging compact growth, job opportunities and sustainable housing developments.</p>
6	Provision for a Community Fund	1	The proposed community gain should make provision for the purchase and renovation of the derelict site on the corner of Vincents St and Berkeley Road, this building can be used for local community activities or as a youth club.	Renovation of the derelict site on the corner of Vincents St and Berkeley Road does not form part of this Railway Order Application. However, please refer to Response (1) in relation to a proposed community fund which will consider measures that would support the local community.
7	Provision for a Community Fund	1	The increased footfall provided by the commercial businesses is also important in discouraging crime - which is a factor to be considered with the proposed station site.	<p>Please refer to response item (5) in relation to the improvements to the urban realm and the benefits of the projected increased footfall.</p> <p>In terms of the security provisions planned around each of the completed stations on MetroLink, all are gate secured closed outside of normal operating hours. The entrances to Mater station will be gated with grilles incorporated into the canopies which will be lowered and locked at the end of the operational day and opened in the morning. Also outside of normal operating hours, the public lifts will not be available for use and unauthorised access will be monitored via CCTV and ACID. Please refer to section 6.8.3.3 of EIAR Chapter 6 (MetroLink Operations &amp; Maintenance).</p> <p>MetroLink has been designed as an open system for passengers, so that people can walk through the station and onto the platforms without obstruction. The PSDs (Platform Screen Doors) will stop people accessing the track from the stations. A security fence will be installed along the whole of the above ground sections of the railway and at the tunnel portals.</p> <p>One of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation.</p> <p>The ACID (Access control and intrusion detection) system will also identify intruders trying to enter locations where unauthorised access is prohibited. It will also cover the platform doors to the track (surface and retained cut stations) and to the tunnel (underground stations); entrances to technical rooms, the station incident rooms, and stations (outside operational hours); access to the mainline tracks; entrances to facilities at Dardistown depot (test racks, workshops, garages, OCC (Operational Control Centre), technical rooms, storage areas, offices, and emergency doors); the back-up OCC: electricity sub-stations; tunnel portals; shafts and ventilation shafts and emergency doors. ACID will be integrated with the telephone system, CCTV, SCADA (Supervisory Control and Data Acquisition), Fire Alarm System and the Central Clock System.</p> <p>Subject to a Data Protection Impact Assessment and compliance with the General Data Protection Regulation, there will be a single CCTV system and a single ACID system serving all stations, tunnels, substations, and depot, and managed from Dardistown Depot.</p>

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8	Air, Dust Quality, Airborne Noise	2	<p>Air and dust quality are a major concern for this area. It is a residential area with a mixed generation profile, there is also a national school located near the Black Church. The prolonged nature of this project makes the concerns even greater given that the other proposed developments in the Phibsborough area will go ahead within this time frame (Mc Swiney House, Des Kelly Site, Cross Guns site, Dalymount Park). The basic standard should be the WHO recommended emission standards and benchmarks.</p>	<p>EIAR Chapter 16 (Air Quality) assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant, and short-term.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for the Mater Station site being:</p> <ul style="list-style-type: none"> <li>- Earthworks - Large</li> <li>- Construction - Small</li> <li>- Trackout – Large</li> </ul> <p>This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>As specified in the response item above, before commencing relevant works, the Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan will also be produced to include for specific working hour measures at sensitive locations. This document shall be prepared and submitted to DCC for approval.</p> <p>The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater. The plan will be developed by the Contractor and for each worksite shall include:</p> <ul style="list-style-type: none"> <li>o An inventory and timetable of activities which may give rise to emissions or dust;</li> <li>o Alert levels and system to be used (including notification process);</li> <li>o Details of control measures;</li> <li>o Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li> <li>o Details of the air quality reporting requirements.</li> </ul> <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"> <li>•Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li> <li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li> <li>•Liaison with local authorities and community groups;</li> <li>•Hoarding will be provided around the construction compounds; and</li> <li>•It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li> </ul> <p>Please refer to the EIAR, Chapter 16 Air Quality, section 16.3.2 Relevant Guidelines, Policy and Legislation, which discusses the, Environmental Protection Agency (EPA) guidelines that were considered and consulted in the preparation of this Chapter.</p>
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9	Air, Dust Quality, Airborne Noise	2	<p>It is completely inappropriate that provisions are being made on eligibility for rehousing and compensation due to airborne noise and dust levels. Tenants and individuals working in the city and the locality such as nurses should not be adversely affected by this construction - the level of homelessness has already impacted many of our essential services. There is also the issue of the property investments made by small landlords being adversely affected and not being eligible for compensation because they are not owner occupiers. <i>"To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A"</i>.</p>	<p>As noted in Response (4), the construction noise threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) for further details.</p> <p>The EIAR details the provisions for compensation as a consequence of any impact arising from the Project as follows.</p> <p>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. 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/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a></p> <p>The POPS is restricted to residential properties. TII do not intend to put in place a POPS for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. Further details are provided in the POPS, Sections 5.3 and 5.4.</p> <p>In cases where parts of properties are occupied, access to the remaining unoccupied parts will be maintained, where it is possible and safe to do so. Protection such as hoarding will be used to ensure that the boundary of any construction site will be maintained, and damage would not occur outside of this boundary. Where damage could not be avoided, it would be repaired.</p> <p>Information regarding any situations requiring relocation and the process for financial compensation for property impacts directly related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR.</p> <p>EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the 'Act') upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety.</p> <p>Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p> <p>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. 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>
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**Letter Re: Mater Stop**

10	Construction Impact	2	<p>My home is directly opposite and within 30 metres of the station box, it has very shallow (if any foundations). I am concerned that the impact of the depth and the level of the boring required for the station box construction will result in subsidence and cracks. The provision of a 5 year window (postconstruction) for claims for apparent damage from the construction is too small. This area is a zoned conservation area and lack of provision for structural damage would be detrimental not only for the architectural heritage of Dublin but also for the people living in this area who cannot afford to remedy the potential damage to their homes and properties. A ten year window for subsidence damage is more appropriate.</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>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.</p> <p>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. The results of the assessment provided in Table 5.2 shows that your property Ref B-237 has been assessed as falling within the 'Very Slight' category. The building risk categories indicate that damage will consist of fine cracks that can easily be treated during normal decoration. As your building falls within Damage Category 2 or below, no protection works are anticipated for this building and further assessment is not required.</p> <p>Please refer to Response (9) above related to POPS.</p> <p>TII confirm that monitoring will be undertaken in accordance with the CNVMP, referred to in response (4) above. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.</p> <p>In relation to the proposed ten year window for subsidence damage remedy, TII note that the highest risk of subsidence will be during the station construction and tunnelling phase that will be completed in the first 6 years of the Project. The scheme will be in place for the full duration of the programme of works at Mater, approximately 9 years.</p>
11	Construction Impact	2	<p>Provision needs to be made not only for damage to all property in the area, resulting from the construction of the station and tunnel but also for the property owners in situations where the inhabitants need to be rehoused due to airborne noise and vibration or are made ill due to the dust and pollution levels during construction. It is inappropriate that compensation would only be given to the occupier / owner when it is a construction project that will affect the properties of the many different categories of ownership and property investment in this area such as home owners, landlords, business owners.</p>	<p>Please refer to Response (9) above related to POPS and compensation.</p>