

| Submission No.   |  |          | 052  |  |
|--|--|----------|--|--|
| Organisation Name or Name of Submitter   |  |          | Coras Iompair Eireann  |  |
|  |  |          |  |  |
| Item No.   | Section Ref.   | Page No. | Observation Statement  | TII Response   |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |  |          |  |  |
| 1  | Introduction   | 1        | While land required for the purposes of transport services may be included in a Railway Order application, Section 130 of the Transport Act 1944 precludes the compulsory acquisition of such land without the previous consent of the Minister for Transport.   | TII is aware of the provisions of Section 130 of the Transport Act 1944 which precludes the compulsory acquisition of such land, under certain circumstances, without the previous consent of the Minister for Transport. As is normal practice Transport Infrastructure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order.  |
| 2  | Lands at Proposed Glasnevin Station, Dublin 9                              | 1        | <p>The TII proposals include permanent and temporary compulsory acquisitions of existing operational railway lines to enable inter alia construction of the Metrolink Glasnevin Station. CIÉ supports the submission made by Iarnród Éireann to An Bord Pleanála on the Metrolink application.</p> <p>CIÉ and Iarnród Éireann will continue to work with TII with a view to facilitating access to the required CIÉ lands whilst ensuring that the proposed impacts on Iarnród Éireann services are agreed in advance of any works commencing at this location.</p>  | CIÉ support of the submission made by Iarnród Éireann to An Bord Pleanála with regard to the Metrolink Railway Order application is noted and understood. TII have responded to all the matters raised by Iarnród Éireann's submission and will continue to engage with the objective of reaching agreement on the proposed impacts to Iarnród Éireann in advance of any works commencing at the proposed MetroLink Glasnevin station location.  |
| 3  | Dublin Bus HQ Building S9-60 O' Connell Street Upper/Henry Place, Dublin 1 | 1        | The proposed compulsory property acquisitions include permanent acquisitions of a significant portion of the Dublin Bus office headquarter facility. No. 60 O'Connell Street Upper is included on the Dublin City Council Record of Protected Structures (RPS Ref. No. 6028). CIÉ and Dublin Bus have had ongoing and extensive engagement with TII in relation to this matter and will continue to work with TII with a view to providing access to the required Dublin Bus occupied land and buildings.  | TII confirms that extensive engagement is ongoing with CIE and Dublin Bus regarding the properties at No.'s 59 / 60 O'Connell Street Upper and the permanent land requirements necessary for the construction and operation of MetroLink in this location and is committed to reaching an appropriate agreement in advance of any works commencing.  |
| 4  | Curzon House, 35 Lower 2 Abbey Street, Dublin 1                            |          | <p>The proposed compulsory acquisition relates to substratum beneath 35 Lower Abbey Street, which is a CIÉ owned three storey over basement building accommodating a Spar retail unit at ground floor and CIÉ Tours, CIÉ: Sustainability Department and CIÉ Group Property Management in the office accommodation overhead. No. 35 Abbey Street Lower is included on the Dublin City Council Record of Protected Structures (RPS Ref. No. 7). The building was built in c. 1825 and, with the exception of the front facade, was destroyed in 1916 and rebuilt in c. 1920. Given the significant age of the building and the functions carried out therein, CIÉ requires that the anticipated environmental impacts resulting from the Metrolink construction and operation including noise, vibration and ground movement will have the necessary mitigation measures applied to ensure that all such impacts are kept within the TII recommended threshold levels.</p> | <p>TII confirms that the EIAR has assessed the anticipated environmental impacts from MetroLink construction and operation, including noise, vibration and ground movement. The results of this assessment are summarised below.</p> <p><u>Ground Movement</u></p> <p>The approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed beneath this property at the depth and on the alignment proposed. TII are satisfied that the assessed movements will not lead to structural damage to this property.</p> <p>In EIAR Appendix A 5.17, Building Damage Report, the staged assessment process is detailed. Given this building has a basement and is a Protected Structure it is designated as a "Special" building. Therefore, this building will be further assessed (Phase 3) at the detailed design stage to verify the impacts. Currently, the building is assessed at Damage Category 2 or below (see section 4.3.2 of Appendix 5.17 for details).</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, the building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements. Any monitoring and or mitigations would be detailed at this point, noting that additional mitigations are unlikely given the result of the current analysis undertaken.</p> |

| Submission No.   |  |          | 052   |  |  |
|--|--|----------|---|--|--|
| Organisation Name or Name of Submitter   |  |          | Coras Iompair Eireann   |  |  |
|  |  |          |   |  |  |
| Item No.   | Section Ref.   | Page No. | Observation Statement   | TII Response   |  |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |  |          |   |  |  |
|  |  |          | (4) continued   | <p><u>Noise and Vibration (N&amp;V)</u><br/>EIAR Appendix 14.5, Groundborne Noise and Vibration Blasting Modelling Results, presents the predicted groundborne noise and vibration levels during the construction and operational phase of the Project for the building.</p> <p><u>N&amp;V Construction</u><br/>The predicted level of groundborne noise during TBM passage is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on building occupants.</p> <p>The predicted level of groundborne vibration during TBM passage is 0.273 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) 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 the TBM at source, but noting that the duration of this impact will be of the order of up to two-weeks as the TBM passes. TII will liaise with CIÉ to ensure the timing of these impacts are known and the building occupants are prepared for the passage of the TBM and resultant elevated noise levels.</p> <p><u>N&amp;V Operation</u><br/>The predicted level of groundborne noise during the railway operation is 35 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the occupants of the building.</p> <p>The predicted level of groundborne vibration during the railway operation is 0.009 ms-1.75, much lower than the VDV Threshold Level for these buildings of 0.8 ms-1.75, resulting in a not significant impact on the building.</p> <p><u>Monitoring</u><br/>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, noting that groundborne noise generated by the TBM will be of a temporary limited duration that will be managed through close liaison with CIÉ. TII also confirm they will continue to liaise with CIÉ to ensure disruption is kept to a minimum. Finally, in the event of any damage occurring that is attributable to MetroLink works, this will be repaired at no cost to the property owner.</p> |  |
| 5  | Land at Tara 2-16 Tara Street/Poolbeg Street/ Luke Street, Dublin 2                  | 2        | <p>The proposed compulsory acquisitions include substratum land beneath a CIÉ owned site at 2-16 Tara Street which includes frontage onto Poolbeg Street. CIÉ has entered into an Agreement for Lease with Tanat Limited relative to planned commercial development on the site and Tanat Limited may make its own separate submission to An Bord Pleanála in this respect.</p> <p>The proposed acquisitions also include portions of Iarnród Éireann's track support structures including the Poolbeg Street/Luke Street bridge. CIÉ supports the submission made by Iarnród Éireann to An Bord Pleanála on the Metrolink application.</p> <p>CIÉ and Iarnród Éireann will continue to work with TII with a view to reaching agreement on the items raised in the Iarnród Éireann submission in order that access to the required CIÉ lands for MetroLink construction and operation can be facilitated.</p> | <p>TII is in discussions with CIE regarding the substratum lands, and any other lands CIE has a legal interest in at this location, and is cognisant of the provisions of Section 130 of the Transport Act 1944 which precludes the compulsory acquisition of such land, under certain circumstances, without the previous consent of the Minister for Transport. As is normal practice Transport Infrastructure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order.</p> <p>TII is available to discuss the proposed development by Tanat Limited and will work collaboratively to ensure that the proposed development can proceed without adversely impacting the delivery of the MetroLink Scheme.</p>   |  |
| 6  | Lands at Library View Villas, Dublin 7   | 2        | CIÉ is not in occupation of these substratum and is agreeable to the proposed compulsory acquisition of any legal interest it may have in same.   | <p>As is normal practice Transport Infrastrure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order. It is noted in this instance that CIE is not in occupation of the lands, referenced as substratum in the Draft Railway Order application, and TII will proceed on the basis of the proposed compulsory acquisition, or enter into an agreement, for the acquisition of any legal interest CIE may have in this location.</p>   |  |
| 7  | Portions of Luas Green Line Embankment at Dartmouth Road/Northbrook Avenue, Dublin 6 | 2        | CIÉ is not in occupation of these lands and is agreeable to the proposed compulsory acquisition of any legal interest it may have in same   | <p>As is normal practice Transport Infrastrure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order. It is noted in this instance that CIE is not in occupation of the lands, referenced as substratum in the Draft Railway Order application, and TII will proceed on the basis of the proposed compulsory acquisition or enter into an agreement, for the acquisition of any legal interest CIE may have in this location.</p>  |  |