

Submission No.			116	
Organisation Name or Name of Submitter			Hibernia Real Estate Group Limited	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Ref: Submission by Hibernia Real Estate Group Limited on the intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022.				
1	Cover letter	2	We note that the proposed TII “ Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 ” is indicated as running under part of our building and this may have implications for its existing structure and fabric, (1 Earlsfort, Block B, Earlsford Terrace, Dublin 2).	<p>On the MetroLink Project, 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 going under these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5-2 of this report shows that your building has been assessed as falling within the "Very Slight damage" category currently (building reference B -53), an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>The building has been classified under "Damage category 2 or below" following the Refined Phase 2a Building Damage Assessment. EIAR Appendix 5.17 specifies that all buildings that have been subject to a Phase 2a assessment will be reviewed and reassessed by the D&B Contractor. This Phase 2b assessment will use refined and updated parameters available to the D&B contractor as a result of him progressing the development of the detail design and finalising his construction methodology and planning. All buildings that have been classified at the end of the Phase 2b assessment as Damage Category 3 (Moderate) or above (or where there exists any uncertainty after the Phase 2b assessment) will be the subject of a Phase 3 assessment by the D&B Contractor.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each 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 on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>Details on the subsequent Phase 2b and Phase3 building damage assessments are presented in the EIAR Appendix A 5.17, Building Damage Report.</p>
2	Cover letter	2	as well for the extent to which we can refurbish or redevelop it.	<p>MetroLink will be a catalyst for and provide opportunity for future development and regeneration. While the MetroLink Railway Order does not include for future neighbouring or overhead development, the tunnels and stations are designed to support appropriate future imposed loads.</p> <p>TII will be required to make submissions in relation to planning applications for proposed future developments on or adjacent to MetroLink and there will necessarily be some engineering constraints (such as permissible loadings) required. However MetroLink is committed to engaging with known development proposals and new development proposals as they emerge with the intent of facilitating such developments as they emerge to the maximum extent consistent with the safe operation of the proposed Project.</p> <p>Again in common with other existing rail and tunnel projects, following grant of the Railway Order and development of detailed design, TII will produce “Guidance Note for Developers” that will be the subject of bye-laws following the grant of Railway Order and which is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations.</p> <p>Therefore at this stage TII is dealing with known development proposals on a case by case basis, TII will work with parties in the future to assist with the wider development of sites over and above stations and tunnels. In this context TII has successfully engaged with a number of developers over the last two years to accommodate development over and in proximity to the alignment and there have been no material restrictions on development subject to the implementation of agreed design and mitigation measures and it is not anticipated that MetroLink will have a material impact on the development potential of sites above and in proximity to the alignment in future.</p>

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3	Cover letter	2	We also wish to note that we are currently in the process of preparing a planning application for the full re-development of our building and we advise that we retain the right to attend any future oral hearing in relation to the above referenced metrolink.	<p>The Board may, at its absolute discretion, hold an oral hearing on the RO application. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. The Board has confirmed that it intends to hold an Oral Hearing for this project.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p>