

Rosemary Collier,  
Head of Heritage Services and Capital Works Delivery,  
Office of Public Works,  
Jonathan Swift Street,  
Trim,  
County Meath.

25 February 2024

**Re: MetroLink – Estuary to Charlemont via Dublin Airport) Order application (OPW/TII Buildings Agreement).**

Dear Ms Collier,

I refer to our ongoing engagement in respect of the MetroLink project whereby it was agreed in principle that TII would propose a schedule of conditions that would be tabled to the An Bord Pleanála (**ABP**) Inspector at the oral hearing and become conditions to any Railway Order that may be granted. We set out below the proposed schedule of conditions. It may be helpful to explain that the schedule is split into 3 Parts. Part 1 contains conditions which TII proposes would apply to all 32 OPW properties the subject of your submissions to ABP (as listed in the Appendix to this letter). Part 2 contains conditions which would apply to the specific properties listed in that part of the Schedule. Part 3 contains conditions which apply to each of the following OPW Properties:

- Leinster House;
- the National Library;
- the National Museum of Archaeology;
- the Natural History Museum;
- the Government Buildings complex; and
- the Department of Agriculture, Food and Marine.

We describe below why TII believes that certain of the concerns raised (and associated conditions proposed) by the OPW in your submissions are not in fact required.

#### **Clarifications and associated TII conditions**


TII's preference is to carry out permitted railway works with the agreement of the OPW. However, as you will appreciate in the context of consenting process, which is subject to public consultation and through which An Bord Pleanála will specify what conditions shall apply to the Railway Order (if granted), any Railway Order granted cannot be made conditional upon TII reaching such agreements with the OPW. That said, TII hereby confirms that it is willing, in principle, to enter into property-specific bilateral legal agreements with the OPW to ensure the protection of these key State properties.

Further, TII note the requests in certain submissions regarding the installation of additional floating track slab. Please note that floating track slab will be installed between as detailed in table 1. Outside of this, our ground-borne noise and vibration assessments demonstrate that additional floating track slab will not be required.

Finally, we note OPW's concern regarding additional intervention / evacuation shafts between Tara Street Station and St Stephen's Green Station. TII confirm that there is no such requirement.

When you have had an opportunity to review, you might please contact me so that we can arrange a further meeting or call.

Yours sincerely

A handwritten signature in blue ink, reading "Aidan Foley".

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Aidan Foley  
Project Director  
MetroLinkFA

## **Part 1 – Conditions which shall apply to all OPW Properties**

TII (which shall include its contractors, subcontractors, servants or agents where the context so admits or requires) agrees to the following conditions, to be applicable to all property owned and / or managed/maintained by the Office of Public Works listed in the Appendix below (hereinafter “OPW Property”).

### **1 Access/ Disruption / Damage**

TII will ensure that there is no disruption to access of OPW Property for their day-to-day uses and functions. In the event of any disruption being necessary, TII will engage in advance with the OPW and agree the timing and duration of such disruptions. TII will ensure no damage is caused to OPW Property, the historical profile of OPW Property in terms of being listed as a protected structure and / or their Conservation area (where applicable) resulting from implementation of the MetroLink project. In the event that any damage is caused to OPW Property, TII will remediate the damage caused to the satisfaction of the OPW and within an agreed timeframe.

### **2 Ground movement, noise and vibration, blasting and water lowering assessments**

TII, along with all contractors and subcontractors involved in the Metrolink project, will ensure that pre-construction and post-construction surveys, and where necessary trials and monitoring, of OPW Property are carried out that take account of ground movement, noise and vibration, blasting and water lowering, as well as construction traffic impacts. The proposed mitigation measures to be implemented, where required, are set out in the EIAR submitted by TII with the Railway Order application.

TII will share the results of trials and monitoring with OPW in order for OPW to understand the impact on OPW Property.

In addition, TII will prepare property specific Trigger Action Plans (TAPs) which will set out the project's commitments in relation to the management of temporary construction noise and vibration effects associated with the construction of Metrolink. The TAPs for OPW properties will be developed as soon as reasonably practicable following the confirmation of the RO, and will describe the following as a minimum:

- The noise and vibration sensitivities of each of the OPW premises, the uses of each of the noise and vibration sensitive spaces (with reference to a site layout and floor plans), and the respective operating hours of the spaces;
- The Trigger Action Levels for each of the identified noise and vibration sensitive spaces;
- The agreed actions and mitigation measures to be undertaken if the Trigger Action Levels are expected to be exceeded;
- The construction noise and vibration monitoring to be undertaken throughout the duration of the construction works; and
- The engagement activities that will occur with the stakeholder throughout the construction period.

As part of developing the above TAPs, the OPW shall be informed and consulted regarding blasting and the monitoring program for ground-borne noise and vibration related to station excavation.

Where groundborne noise in the operational phase is predicted to exceed 40 dBLA<sub>max</sub>, S, TII will inform the OPW in advance of the commencement of operations of the MetroLink and consult with the OPW on the mitigation measures (as described in the EIAR) to be implemented to minimise the impact of such noise. (This condition is without prejudice to the specific additional mitigations set out in Part 2 and Part 3).

### **3 Ground movement impact / settlement assessments**

- *Stage 2 and 3:* TII will conduct comprehensive Stage 2 and Stage 3 assessments for ground movement impact / settlement on OPW Property and mitigation measures (as described in the EIAR) will be implemented as necessary following agreed criteria and methodologies in relation to the matters outlined in the EIAR.
- Where further ground movement assessments (Stage 2 and 3) are performed during detailed design TII will share the input parameters, assessment and any mitigation measures (as described in the EIAR) with OPW for their review and approval before undertaking the construction activities that will generate ground movement. Where mitigation measures include the management of the tunnelling process then the Tunnel Management Plan shall also be submitted to OPW for their review which shall be taken into consideration by TII.
- *Stage 4 (Construction Stage):* All surveys, monitoring and mitigation measures (as described in the EIAR) proposed shall be agreed with the OPW. TII, along with all contractors / subcontractors involved in the project, will employ Professionally Qualified Engineers / Surveyors with the appropriate expertise to undertake the pre and post condition surveys, which shall be provided to the OPW in timely manner.
- *Stage 5 (Closeout):* TII will provide to the OPW the closeout monitoring report that will demonstrate that construction ground movements have ceased in advance of any monitoring equipment being decommissioned and will agree any decommissioning with the OPW. The report shall include, inter alia, present historical movement information. In the event of repairs, TII shall carry out such repairs to the satisfaction of the OPW within a reasonable timeframe or as agreed by TII and the OPW.

### **4 Ground water monitoring/ Avoidance of ground water lowering**

TII will put in place, and agree with the OPW, a ground water monitoring regime during all MetroLink construction works so as to minimise and mitigate ground water lowering in accordance with the EIAR. Notwithstanding that any changes in ground water level will be temporary, any ground movement associated with these changes is likely to be permanent and TII shall ensure these changes are addressed in the Ground Movement Assessments.

### **5 Floating track slab**

TII will provide and install a floating track slab along the full extent of the route from north of Trinity College Dublin to south of the National Concert Hall between the following chainages:

Location	Receptor(s)
AZ4, Ch 17+600 to Ch. 17+980	Trinity College Buildings
AZ4, Ch 17+980 to Ch. 18+760	National Museums & Leinster House & Agriculture House
AZ4, Ch 18+760 to Ch. 18+940	National Concert Hall

**Table 1**

## **6 Future development of OPW Property listed in the Appendix**

TII will engage constructively with the OPW in the event of any plans for future development by the OPW with a view to ensuring that any such plans can proceed in a manner compatible with the MetroLink project.

## **7 Instrumentation and Monitoring Plans**

- TII will develop Instrumentation and Monitoring Plans in tandem with Monitoring Action Plans to ensure that any risks associated with tunnelling and station excavations impacting OPW Property are appropriately managed and controlled.
- TII will provide details of any monitoring proposed at detailed design stage to the OPW and agree with the OPW the methodology of installation.
- TII will notify the OPW at least 72 hours in advance of the attendance of the monitoring contractor at OPW Property, except in the event of an emergency or an unforeseen event where no such notice shall be required.
- TII will ensure that ground movement monitoring is commenced 3 months prior to any construction activities that would give rise to settlement. The termination of this monitoring will be linked to a determination by TII that settlement has effectively ceased. TII will share the closeout monitoring report with the OPW in advance of any monitoring equipment being decommissioned and will agree any decommissioning with the OPW.
- TII will conduct continuous monitoring at OPW Property, commencing 3 months in advance of construction, and concluding 6 weeks after MetroLink is operational. (This condition is without prejudice to the specific additional monitoring conditions set out in Part 2 and Part 3).

## **8 Property protocols**

TII will comply with OPW Property protocols in respect of access, security and safety.

## **9 Best industry practice**

TII will ensure adherence to best industry practice in the implementation of MetroLink as described in the EIAR.

## **10 Protection of sensitive information**

TII will develop and agree with the OPW a protocol to ensure that sensitive information in respect of structure and operation of OPW Property are protected.

## **11 Air Quality Management Plan**

TII will ensure strict adherence to the Air Quality Management Plan throughout MetroLink construction activities.

## **12 Advance notice of Tunnel Boring Machine (TBM)**

TII will notify the OPW at least 2 months in advance of the timing of the passing of the tunnel boring machine (TBM) under OPW Property.

## **13 TBM Operational Specifications and Ground Movement and Monitoring Specifications**

TII will develop both TBM Operational Specifications and Ground Movement and Monitoring Specifications to ensure that risks are appropriately managed in accordance with the mitigation measures identified, described and assessed in the EIAR and these will be shared with the OPW.

## **14 Anti-terrorism and security measures**

TII will ensure that MetroLink is constructed and operated in line with best practice in relation to anti-terrorism and security measures.

## **15 Disruption to Utilities**

TII will shall ensure that during construction and operation of Metrolink the day-to-day operations of OPW Property will not be affected by disruptions to utilities. In the event of any unavoidable disruption, TII will engage in advance with the OPW and agree the timing and duration of such disruptions. Where there is an interruption to the electricity supply to OPW Property, TII will supply electricity generators where necessary and as agreed with the OPW.

## **16 Operational surveys to verify actual impacts of MetroLink**

TII will ensure that operational surveys are undertaken on OPW Property to verify actual impacts of the MetroLink on OPW Property post construction.

#### **17 Assessments of the impact of blasting**

TII will shall undertake, in accordance with the EIAR specific assessments, the impact of blasting on OPW Property and share the results with the OPW.

#### **18 Traffic impacts**

Where construction of stations will generate additional lorry movements for both deliveries and soil removal, TII will include adverse impacts of station construction within the risk assessment studies for OPW Property and will apply the mitigation measures identified, described and assessed in the EIAR.

#### **19 Access Control regimes**

Where required by the OPW, TII will set up access control regimes agreed with the OPW in respect of OPW Property and relevant stakeholders.

## **Part 2 – Specific OPW Property Conditions**

In addition to the general conditions at Part 1 above; TII agrees to the following specific conditions for the following specific properties owned and/or managed by the OPW.

- 1      1 Georges Quay, Dublin 2, Corn Exchange, Burgh Quay, Dublin 2, Nos. 13 – 15 Hatch Street Lower, Dublin 2, Trinity Point, Nos 10-11 Leinster Street, Dublin 2, . Earlsfort Development Centre, Earlsfort Terrace, Dublin 2, and INTREO Office & Parkrite Parking, Parnell Street/Kings Inn & Loftus Lane, Dublin 1.**

TII will ensure that the construction and operation of MetroLink will not impede full access to these buildings, including to their car parks.

TII will ensure that there is no exceedance over acceptable levels of dewatering for construction of Tara Station as there is a potential for ground water lowering which can adversely impact the 1GQ, George's Quay and Corn Exchange.

- 2      13 – 14 Burgh Quay**

TII will ensure that the construction and operation of MetroLink will not impede access to car parking associated with this property on Corn Exchange Place.

Given the sensitivity of the uses within this property, coupled with its importance, TII will ensure continuous monitoring of this property to prevent any negative impacts. This monitoring will take place at least 3 months in advance of the construction of the Project and throughout the operational stage of the MetroLink.

- 3      14-17 Moore Street and 8-9 Moore Lane**

- TII will ensure that any future development at 14-17 Moore Street does not contravene, in any material respect, the Moore Street and Environs Local Area Plan and Moore Street Battlefield Site Plan.
- TII will ensure that the appropriate conservation and structural appraisals are conducted as part of the Detailed Design Assessment in accordance with the EIAR.
- TII will liaise with the OPW in advance of construction at this location and ensure that access to the National Monuments at this site are maintained at all times during the construction and operation of Metrolink.
- TII will review and validate the parameters for ground movement monitoring, particularly trough width parameters, during the detailed design phase. Stage 1 and Stage 2 assessments shall be repeated if significant differences are identified from previous assessment results.

#### **4 16 Parnell Square**

- TII will ensure that MetroLink construction traffic does not pass this property.
- TII must review and validate ground movement monitoring parameters during detailed design, repeating assessments if significant differences arise. The OPW shall be provided with the Tunnel Management Plan for review and comment.
- TII will inform and consult with the OPW when groundborne noise during construction is predicted to exceed 50 dBLA<sub>max</sub>, S. The OPW reserves the right to require physical mitigation (as described in the EIAR).

#### **5 22-25 Clare Street**

No property-specific conditions are required over and above the General Conditions at Part 1 above.

#### **6 44-45 O'Connell Street**

- TII will consult and agree with the OPW and Dublin City Council on façade retention proposals.
- TII will ensure that MetroLink construction traffic is not routed over O'Connell Street in order to minimize damage during construction activities related to the MetroLink project.

#### **7 52 St Stephen's Green**

- TII will ensure that lorry movements associated with MetroLink construction works are controlled as specified in the EIAR so that they will not materially impact the historic fabric, structure and elements of 52 St Stephen's Green.
- TII will ensure that the risk of collision between HGVs and this building is managed and mitigated as described in the EIAR.
- TII will seek to minimise traffic disruption as a result of station excavation at this location through the mitigation measures identified, described and assessed in the EIAR.
- TII will inform and consult with the OPW when groundborne noise during construction is predicted to exceed 50 dBLA<sub>max</sub>, S. The OPW reserves the right to require physical mitigation (as described in the EIAR).

#### **8 9-15 O'Connell Street**

- TII will ensure that MetroLink construction traffic is not routed over O'Connell Street.

**9 Apartments 1-8 Clare Court**

- TII will ensure that disruption to this residential development during the construction phase of MetroLink is mitigated and reduced as far as practicable through the mitigation measures identified, described and assessed in the EIAR.
- TII will ensure the construction phase of MetroLink will not impede essential access from Clare Street and Clare Lane.

**10 Ballymun Garda District Headquarters and INTREO Offices**

- TII will ensure that there is no disruption to the 24-hour access required for the Garda Headquarters Building. In the event of any disruption being necessary, TII will engage with the OPW, An Garda Síochána and other relevant stakeholders in advance and agree the timing and duration of such disruption.
- Where noise from tunnelling and station excavation is predicted to exceed 40 dBLA<sub>max</sub>, S, TII will inform the OPW in advance of such activities and consult in relation to the mitigation measures (as described in the EIAR) to be put in place to minimise the impact of such noise.

**11 Department of Enterprise, Trade and Employment and the Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media**

- TII will engage with OPW to ensure that impacts generated by additional lorry movements between the proposed Tara Street and St Stephen's Green Stations will be minimised through the mitigation measures identified, described and assessed in the EIAR.
- TII will inform and consult with the OPW when groundborne noise during construction is predicted to exceed 45 dBLA<sub>max</sub>, S. The OPW reserves the right to require physical mitigation measures (as described in the EIAR) where noise exceeds this threshold.

**12 Department of Finance**

- No property-specific conditions are required over and above the General Conditions in Part 1 above.

**13 Department of Justice 50-51 St Stephens Green**

- TII will ensure a Traffic Management Plan, agreed with the OPW, is in place for this property for the duration of construction as described in the EIAR.

- TII will engage with OPW to ensure that impacts generated by additional lorry movements between the proposed Tara Street and St Stephen's Green Stations will be minimised through the mitigation measures identified, described and assessed in the EIAR.
- TII will inform and consult with the OPW when groundborne noise during construction is predicted to exceed 50 dBLA<sub>max</sub>, S. The OPW reserves the right to require physical mitigation measures (as described in the EIAR) where noise exceeds this threshold.

#### **14 Garden of Remembrance**

- TII will engage with the OPW to ensure that impacts generated by additional lorry movements between Mater and O'Connell Street Stations will be minimised through the mitigation measures identified, described and assessed in the EIAR.

#### **15 Iveagh House - Department of Foreign Affairs**

- TII will engage with OPW to ensure that impacts generated by additional lorry movements between the proposed Tara Street and St Stephen's Green Stations will be minimised through the mitigation measures identified, described and assessed in the EIAR.
- TII will inform and consult with the OPW when groundborne noise during construction is predicted to exceed 45 dBLA<sub>max</sub>,s. The OPW reserves the right to require physical mitigation measures (as described in the EIAR) where noise exceeds this threshold.

#### **16 Mobhi Road Complex**

- TII will ensure that all valuable landscape and visual assets are retained where feasible through taking appropriate protection measures during the construction phase including but not limited to: fencing; hoarding; and root protection, as set out in the EIAR.
- TII will ensure that the construction and operation phases of MetroLink will not impede existing access to Scoil Mobhi, and a lorry holding area will be employed to minimise the disruption caused by waiting HGVs through the mitigation measures identified, described and assessed in the EIAR.
- TII will ensure Health and Safety protocols appropriate to the use of this property as an educational facility will be put in place.

#### **17 National Concert Hall Complex**

- TII will specify that HGV and site traffic routing will not take place in the vicinity of the National Concert Hall as described in the EIAR.

- TII will engage with the OPW to agree what permanent noise and vibration monitoring equipment if any is required in the National Concert Hall Complex during the operational stage of MetroLink in accordance with the mitigation measures identified, described and assessed in the EIAR.
- Where operational groundborne noise is predicted to exceed 25 dBLA<sub>max,S</sub>, TII will inform the OPW in advance and agree any physical mitigation measures (as described in the EIAR) to be put in place.

## **18 National Gallery of Ireland**

- TII will ensure that the construction and operation phases of Metrolink will not impede access to Clare Street and Clare Lane.
- TII will ensure that HGV and site traffic routing will not take place in the vicinity of the National Gallery of Ireland as described in the EIAR.

## **19 St Stephen's Green Buildings**

- TII will minimise disruption to access to St Stephen's Green Buildings, apart from the site compound by applying the mitigation measures set out in the EIAR, and any temporary impacts during the enabling works will be coordinated with the OPW.

## **20 St Stephen's Green House**

- TII will manage all traffic impacts and specify that HGV and site traffic routing will not take place in the vicinity of St Stephen's Green House as described in the EIAR.

## **21 The General Post Office**

- TII will engage with the OPW to minimise disruption to traffic for GPO staff, postal vans and lorries during the construction phase of MetroLink as described in the EIAR.

## **Part 3 – Specific Conditions**

### **Leinster House Complex**

**including**

**Leinster House, National Library, National Museum of Archaeology, Natural History Museum and Government Buildings, Department of Agriculture, Food and Marine**

With respect to this property, the OPW is seeking for An Bord Pleanála to recognise the sensitive nature of the buildings and the criticality of the work undertaken by Government at this location.

Further, the OPW also seeks:

#### **1. 2025 Event National Museum of Ireland**

TII will endeavour to ensure that MetroLink construction works do not impact upon the seamless execution of the 2025 international event organised by the National Museum of Ireland, including the Natural History Museum. In the event of any unavoidable disruptions, TII will actively engage with the OPW, collaborating on determining the timing and duration of such disruptions to minimise inconvenience.

#### **2. Disruption to the business of Government.**

TII will ensure that through the implementation of the mitigation measures identified, described and assessed in the EIAR the pre-construction, construction and operational phases of MetroLink will not disrupt the business of Government.

TII will engage with the OPW to ensure that impacts generated by additional lorry movements between the proposed Tara Street and St Stephen's Green Stations will be minimised through the mitigation measures identified, described and assessed in the EIAR.

#### **3. Security**

TII will consult, at all stages of development, with the relevant State security agencies to ensure the security to the complex, buildings, and all activities within the complex.

Access to the Leinster House Complex by TII personnel or contractors will be by agreement with the OPW and comply with building security provisions and protocols.

#### 4. Broadcasting

TII will ensure through the implementation of the mitigation measures identified, described and assessed in the EIAR no disruption and/or adverse impacts on recording, televising, and broadcasting functions of the Leinster House Complex due to noise and vibration during construction and operation phases.

#### 5. Confirmation that a floating track slab is to be deployed along the full extent of the route adjacent to Kildare street

TII will install a floating track slab from Chainage 17+980 and Chainage 18+400, from Nassau Street crossing to St. Stephen's Green Station to mitigate operational groundborne noise and vibration to the acceptable levels for this cultural and government block. Drawing ML1-JAI-EIA-ROUT\_XX-DR-Y-40026 - Figure 14.8 EIAR proposed locations for Floating Slab Track) refers.

#### 6. Operational noise and vibration

TII will mitigate the operational groundborne noise and vibration by installing floating track slab to meet the following thresholds at the Leinster House complex.

Leinster Complex Building	Groundborne Noise, dB $L_{Amax,S}$	Groundborne Vibration, $VDV_{day} \text{ ms}^{-1.75}$ or VC Curve
Leinster House <sup>[1]</sup>	25	VC-A
National Library	40 <sup>[2]</sup>	0.8 <sup>[3]</sup>
National Museum of Archaeology	40 <sup>[2]</sup>	VC-A
Natural History Museum and Government Buildings	40 <sup>[2]</sup>	VC-A
Department of Agriculture, Food and Marine	40 <sup>[2]</sup>	0.8 <sup>[3]</sup>

Notes:

[1] – special sensitivity associated with broadcasting and recording of important governmental matters is reflected in the associated thresholds at Leinster House

[2] – the installation of floating slab track will reduce groundborne noise to levels significantly below these thresholds

[3] – the installation of floating slab track will give rise to negligible groundborne vibration effects on occupants in these buildings

#### 7. Permanent monitoring in operation phase

TII will engage with the OPW to determine what permanent airborne and groundborne noise and vibration monitoring equipment is required in the Leinster House Complex during the operational stage of MetroLink in accordance with the mitigation measures identified, described and assessed in the EIAR. TII will install and maintain the agreed permanent monitoring equipment in agreed locations across the Leinster House Complex. TII will provide reports to the OPW at agreed intervals on the impact of MetroLink operations on the Leinster House Complex.

#### **8. Ventilation and / or evacuation shaft.**

No ventilation and/or evacuation shafts shall be introduced into the vicinity of or within the curtilage of the Leinster House Complex as defined above due to vitality and sensitivity of the business functions on site and to the security levels required.

## **Appendix – OPW Owned and / or managed Properties (OPW Property)**

- 1 GQ. George's Quay, Dublin 2
- Corn Exchange, Burgh Quay, Dublin 2
- Nos. 13-15 Hatch Street Lower, Dublin 2
- Trinity Point, Nos. 10-11 Leinster Street, Dublin 2
- Earlsfort Terrace, Dublin 2
- Parnell Street / Kings Inn Street & Loftus Lane, Dublin 1
- 13-14 Burgh Quay, Dublin 2
- 14-17 Moore Street and 8-9 Moore Lane, Dublin 1
- 16 Parnell Square, Dublin 1
- 22-25 Clare Street, Dublin 2
- 44-45 O'Connell Street, Dublin 1
- 52 St Stephen's Green, Dublin 2.
- 9-15 O'Connell Street, Dublin 1.
- Apartments 1-8 Clare Court, Dublin 2.
- Ballymun Garda District Headquarters & Intreo Office, Dublin 9
- Department of Enterprise, Trade and Employment and the Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media Dublin 2
- Department of Finance, Dublin 2
- Department of Justice, 50-51 St. Stephen's Green, Dublin 2
- Garden of Remembrance, Dublin 1
- Iveagh House, Department of Foreign Affairs, Dublin 2
- Mobhi Road Complex, Dublin 9
- National Concert Hall Complex, Dublin 2
- National Gallery of Ireland, Dublin 2

- St. Stephen's Green Buildings, Dublin 2
- St. Stephen's Green House, Dublin 2
- General Post Office, Dublin 1
- Leinster House, Dublin 2
- The National Library, Dublin 2
- The National Museum of Archaeology, Dublin 2
- The Natural History Museum, Dublin 2
- Government Buildings, Dublin 2
- Department of Agriculture, Food and the Marine, Dublin 2