Our Case Number: ABP-314724-22

An Bord Pleanála

Aidan Cyril Forde
Cordarragh
Brighton Road
Foxrock
Dublin 18

Date Paid 18/01/2023
Voucher No. 035123
Cheque No. 40156

Date: 18 JAN 2023

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised, there is no fee for an affected landowner, listed on the schedule, to make an observation on this case, therefore, a cheque refund of €50 is enclosed.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

pp EM

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Teil	**Tel**	(01) 858 8100
Glao Áitiúil	**LoCall**	1890 275 175
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Láithreán Gréasáin	**Website**	www.pleanala.ie
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64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

MAGAHY BRODERICK ASSOCIATES

STRUCTURAL, CIVIL AND ENVIRONMENTAL ENGINEERS

123 Lower Baggot Street, Dublin 2
Tel: + 353-1-969 5019, 969 5020
Web: www.mbas.ie
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Date: 24th November, 2022

An Bord Pleanala
64 Marlborough Street
Dublin 1
D01 V902

Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022

Dear Sir/Madam,

We write on behalf of our client Aidan Cyril Forde, Cordarragh, Brighton Road, Foxrock, Dublin 18 to make an submission/observation in relation to the above Railway Order.

We enclose a cheque, payable to An Bord Pleanala of €50 for the submission. Because our clients property is affected by the works (substratum) this fee may not be due but to avoid the risk of invalidating our submission/observation it has been enclosed. If the fee is not due please issue a refund.

Our client is the owner of the property located at Trinity Point 10/11 South Leinster Street, Dublin 2. The property comprises of a 6 storey over basement office building. The basement is primarily used as a car park, accessed from Leinster Lane.

The maps enclosed with the Draft Railway Order indicate that the currently proposed route of the tunnel is directly below our clients building at 10/11 South Leinster Street. The property is included in the Metrolink- Book of Reference – Third Schedule, Substratum Land which may be acquired, Ref. No. ML6B-U2, Longitudinal Section Plan No. ML-LN O-O17, Plan No. ML-P 306 B-C. See excerpt from the Plan No. ML-P306 B-C below.

AN BORD PLEANÁLA
LDG- 059471-22
ABP-
24 NOV 2022
Fee: € 50 Type: cheque
Time: 11.01 By: hand

The original consulting engineers for the project, Lee McCullough Consulting Engineers became LMC Consulting Engineers in 2012 and merged with McCrae Consulting Engineers in 2020. We have been advised that the engineer who worked on the project has since retired.

We have obtained some information from McCrae's Consulting Engineers archives in relation to the foundations of the building and can confirm that secant piles (750-900mm diameter) were used around most of the perimeter of the building. The piles used were cast in situ concrete bored piles and were in the region of 8.5 to 9.5m deep. The basement slab level is c. 4m below the finished ground floor level, with the underside of the car lift pits a further 2m below the finished basement level.

The accompanying documentation states that the tunnel can deviate up to 15m laterally, 15m vertically down and 5m vertically up. We estimate that in the event of the tunnel deviating 5m upwards the top of the tunnel would be c. 7m from the assumed bottom of the piles for our client's building. Figure 1 below is a sketch of our clients building with the possible proposed tunnel routes shown.

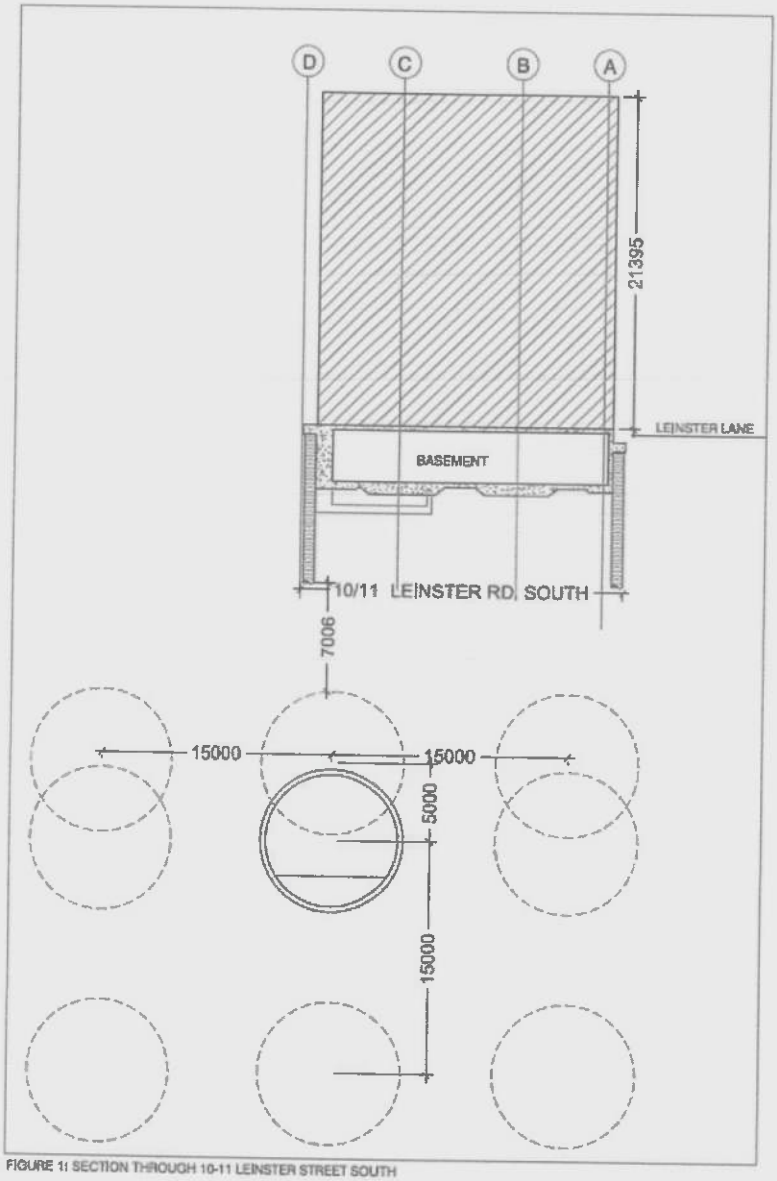

FIGURE 1: SECTION THROUGH 10-11 LEINSTER STREET SOUTH

The piles are installed down to the level of the limestone bedrock and we have concerns that vibration from tunnelling could affect our clients foundations if the final chosen location of the tunnel is too close to the bedrock the piles are bearing onto.

We request that a detailed schedule of condition be prepared by the applicant prior to commencement of the works and vibration and noise monitors are installed in line with current best practice.

Yours Sincerely

Kieron Broderick, Chartered Engineer
BA, BAI, P.Dip. Proj. Man., CEng, MIEI.