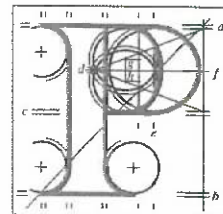


Our Case Number: ABP-314724-22

Your Reference: Irish Life Assurance plc.



**An
Bord
Pleanála**

Waterman Moylan
Engineering Consultants
Block S
EastPoint Business Park
Alfie Byrne Road
Dublin 3
D03H3F4

Date: 16 January 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 refund of €50 will be made to the credit/debit card used to make the online observation.

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,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tel	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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Our Ref : 18-020.047.docx
Your Ref :
E-mail : r.osborne@waterman-moylan.ie
Date : 12 January 2023

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902.

**Re : Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022
70 St Stephens Green (formally known as Hainault House Nos. 69-71 St. Stephens
Green, Dublin 2)**

Dear Sirs,

This submission has been prepared by Waterman Moylan on behalf of Irish Life Assurance plc. who are the owners of the existing commercial building located at 70 St Stephens Green (formally known as Hainault House Nos. 69-71 St. Stephens Green, Dublin 2).

The properties are located in the City Centre between MetroLink Chainage 18+600 and Chainage 18+700.

Submission 1:

The route selection including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+600 and Chainage 18+700 should be reviewed by NTA / TII to satisfy themselves and to ensure that

- (a) MetroLink does not cause structural damage to the foundation system supporting our client's building which comprises a mixture of CFA piles (some extending c.14.0m below ground level) and pads foundations which are founded on the competent rock.
- (b) MetroLink does not cause structural damage to our client's building at the basement level. The basement structure forms the waterproof envelope to our Clients building and any damage would result in the ingress of water into the basement.
- (c) MetroLink does not cause damage to the bespoke cladding; glazing and fragile finishes of our client's building.
- (d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.

Submission 2:

The construction information provided by MetroLink has been reviewed. We refer to the following points:

- a) Metrolink has assessed the "*Groundborne Noise from Tunnel Boring Machine*" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's building which is unacceptable.
- b) Metrolink has assessed the predicted "*Settlement*" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 15mm settlement directly under the location of our client's building which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and will cause damage to foundations; basement; superstructure; façade and internal finishes. As previously stated the basement structure forms the waterproof envelope to our client's building and any damage would result in the ingress of water into the basement.

Block S, EastPoint Business Park, Alfie Byrne Road, Dublin D03 H3F4
t. 00 353 1 664 8900 f. 00 353 1 661 3618 e. info@waterman-moylan.ie w. www.waterman-moylan.ie

Directors: J. Gibbons, P. O'Connell, R. Osborne, C. Beresford (British), A. Steele (British)
Consultants: J. Caffrey, B. McCann, J. Moylan, P. Opdebeeck
Registered as Waterman Moylan Consulting Engineers Limited
Registered in Ireland 98095 Registered Office: Block S, EastPoint Business Park, Alfie Byrne Road, Dublin D03 H3F4
Offices: Australia, India, Ireland, United Kingdom

Submission 3:

The operational information provided by MetroLink has been reviewed. We refer to the following point:

- a) Metrolink has assessed the "*Groundborne Noise from Operation*" and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our Clients building which is unacceptable.

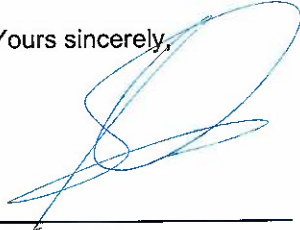
Submission 4:

MetroLink has proposed to acquire the substratum land located under our client's building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01096 (a copy is attached to this submission). This is unacceptable to our client, as the future potential to develop this prominent commercial site in the future will be damaged.

In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.

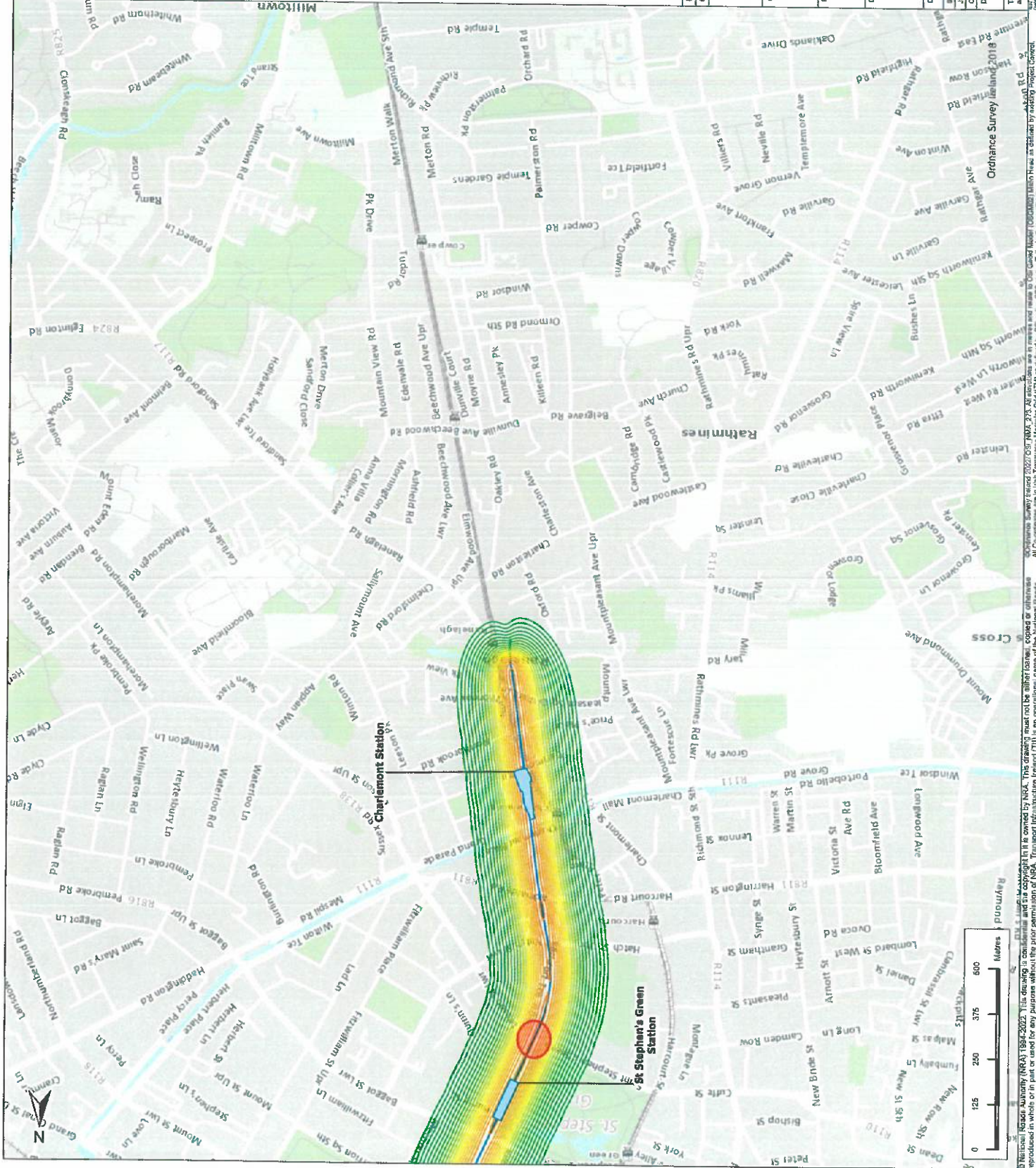
Should you have any queries or wish to discuss any aspect of this submission, please contact me.

Yours sincerely,



Richard Osborne
Director
Waterman Moylan

Enc (4)



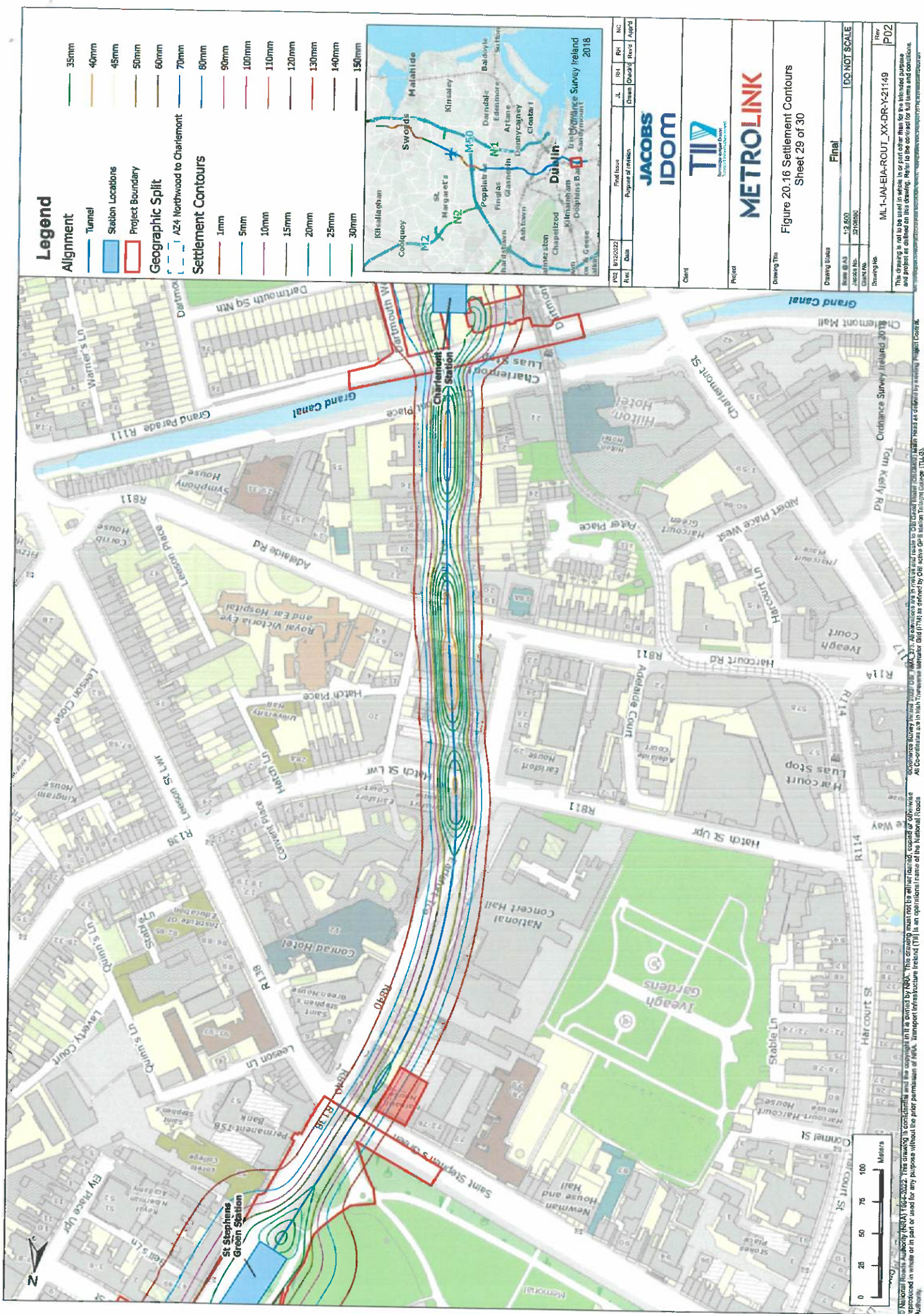
Legend

- Alignment**
 - Cut & Cover
 - Incline
 - Retained Cut
 - Surface
 - Tunnel
 - Viaduct
- Station Locations**
- Groundborne Noise Contours**
 - 36dB
 - 37dB
 - 38dB
 - 39dB
 - 40dB
 - 41dB
 - 42dB
 - 43dB
 - 44dB
 - 45dB
 - 46dB
 - 47dB
 - 48dB
 - 49dB
 - 50dB



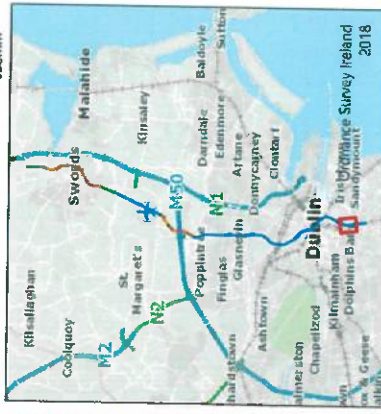
Project Name		Project of Interest		Drawn (Checked) Revisd (Checked) Approved	
P02	17/02	17/02	17/02	17/02	17/02
Rev	Date	Rev	Date	Rev	Date
JACOBS IDOM					
TII					
METROLINK					
Drawing Title					
Figure 14.2 Groundborne Noise from Tunnel Boring Machine					
Sheet 7 of 7					
Drawing Status					
FINAL					
Scale @ A1					
1:10,000					
Drawing No.					
ML1-JAI-EIA-ROUT_XX-DR-Y-14009					
Rev					
P02					

This drawing is not to be used in whole or in part for any other purpose than the intended purpose and project as defined on this drawing. It is the contractor's responsibility to ensure that the drawing is used for the intended purpose and project as defined on this drawing. It is the contractor's responsibility to ensure that the drawing is used for the intended purpose and project as defined on this drawing.



Legend

- Alignment
 - 35mm
 - 40mm
 - 45mm
 - 50mm
 - 60mm
 - 70mm
 - 80mm
 - 90mm
 - 100mm
 - 110mm
 - 120mm
 - 130mm
 - 140mm
 - 150mm
- Tunnel
- Station Locations
- Project Boundary
- Geographic Split
- A24 Northwood to Charlemont
- Settlement Contours
 - 1mm
 - 5mm
 - 10mm
 - 15mm
 - 20mm
 - 25mm
 - 30mm



Rev	Date	Drawn	Checked	Revised	Approved
P02	01/02/2022				

Project Issue
Purpose of revision

Client
Project

Client
Project

Drawing Title
Sheet 29 of 30

Drawing Status
Final

Scale
DO NOT SCALE

Revision
P02

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