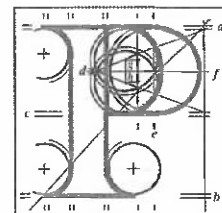


Our Case Number: ABP-314724-22

Planning Authority Reference Number:

Your Reference: OPW Mobhi Road Complex



**An
Bord
Pleanála**

Downey Planning
29 Merrion Square
Dublin 2
D02 RW64

Date: 24 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 and oral hearing request 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.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

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.

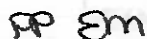
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Yours faithfully,



Niamh Thornton
Executive Officer
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Oifig na
nOibreacha Poiblí
Office of Public Works



16th January 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

**Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 –
Submissions by the Commissioners of Public Works in Ireland**

To whom it may concern,

The Commissioners of Public Works in Ireland (hereinafter, The Office of Public Works (OPW)), wish to express their overall support for the Metrolink project and welcome the economic, social and tourism benefits of this major transport infrastructure to the city of Dublin.

The OPW is presenting individual submissions for consideration by An Bord Pleanála, as part of the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 process. This cover letter forms part of the overall submission(s) and introduces observations relating to properties owned, controlled, or for which the OPW has a responsibility, along the proposed railway route.

Any issues raised in these submissions stem from the statutory role and responsibility of the Commissioners of Public Works to ensure the protection and preservation of critical State properties, historic/national monuments and the continuity of State business throughout the project.

The OPW wishes to acknowledge the positive engagement between officials from TII and the OPW over the past number of years. However, we note that there are a number of outstanding matters relating to the construction and operation phases of Metrolink which they would wish to have addressed as part of the confirmation process. While specific issues have been identified in the submissions prepared by Downey Planning,

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who have been retained as consultants advising the OPW, this covering letter sets out some, more general comments for consideration by An Bord Pleanála.

It should be noted that the submissions now made are based on the information provided at this consultation phase. Critical aspects of this project relating to physical construction methodologies have not yet been determined and, therefore, a full analysis of any impacts on properties is not possible. In that regard, submissions are only possible and limited to the information that has been made available at this juncture.

Legal Requirements

As noted above, the OPW is supportive of the Metrolink project. However, this is subject to all statutory requirements being complied with, in light of the Commissioners' duties under the Commissioners of Public Works (Functions and Powers) Act 1996 and other Acts.

Apart from that broad statutory provision, there are two specific statutory provisions to draw to the Bord's attention.

First, s.15 of the St Stephen's Green (Dublin) Act 1877 (the "**1877 Act**") provides that the Commissioners of Public Works shall maintain St. Stephen's Green as an ornamental park or pleasure ground for the recreation or enjoyment of the public and may erect any lodges or ornamental buildings or indeed provide ornamental fountains or waterworks.

This is subject to s.116 of the Dublin Transport Act 2008 (the "**2008 Act**") which dis-applies s.15 of the 1877 Act

- A. to anything done for the purposes of surveys and inspections under s.36 of the Transport (Railway Infrastructure) Act 2001 (the "**2001 Act**"),
- B. to any railway works (within the meaning of s.2 of the 2001 Act) carried out on or under Saint Stephen's Green pursuant to a railway order under s.43 of the 2001 Act, or
- C. to restrict the operation of a railway, light railway or metro (within the meaning of s.2 of the 2001 Act) on or under Saint Stephen's Green.

While the OPW is of the view that this section is broad enough to capture the elements of construction and operation of the Metrolink project, insofar as it potentially affects or impacts on St. Stephen's Green, it only dis-applies s.15 of the 1877 Act in those particular circumstances and does not repeal same. Therefore, the confirmation of the Railway Order should ensure that the proposed Metrolink project properly falls into one or more of the criteria in s.116 of the 2008 Act.



Secondly, the Commissioners of Public Works are of the view that the requirements in the National Monuments Act 1930, as amended, would have to be complied with, irrespective of the confirmation of the Railway Order and that a Ministerial consent or consents will have to be obtained by TII where there is potential demolition of a national monument.

There is a further consideration that s.14D of the 1930 Act was inserted by the European Union (Environmental Impact Assessment of Proposed Demolition of National Monuments) Regulations 2012 (S.I. No.249/2012) (the "**2012 Regulations**") to give effect to the Environmental Impact Assessment ("**EIA**") Directive. The 2012 Regulations require the carrying out of an EIA where a decision to grant consent under s.14(2)(a) of the 1930 Act, or to issue directions under s.14A(4)(d) of that Act, would result in the demolition of a national monument. Thus, where the Minister is considering whether or not to grant a consent or issue directions, as the case may be, and it appears to the Minister that the granting of the consent or the issuing of the directions, as the case may be, would result in the demolition of a national monument but the applicant has not submitted an environmental impact statement ("**EIS**") (now an environmental impact assessment report ("**EIAR**")) to the Minister, the Minister is obliged to call for an EIAR to be submitted.

In particular, given the scale of loss of foliage at Saint Stephen's Green Park (which is a designated national monument), the proposed project could be deemed to amount to the destruction of part of a national monument and therefore a Ministerial consent will be required under the National Monuments legislation. While this will be required in any event, it is recommended that an express condition be attached to the railway order and have proposed some suggested wording later in this submission.

Staged Assessments

In the Railway Order application, the EIAR refers to Stage 3 assessments for certain properties of historical significance, cultural or monument status or protected structures. This will be a critical factor for the OPW and a requirement for detailed consultation in relation to the design development phase of the project. It is not possible at this stage to assess or fully comprehend the extent of the impacts on sensitive and historic properties. Therefore, it is imperative that the OPW is afforded an opportunity to input into this critical stage in the process, to protect such significant structures and ensure the success of the project overall for the State. Accordingly, it is recommended that the Bord exercises its power under s.43 of the Transport (Railway Infrastructure Act 2001) and attach a condition to the confirmation of the railway order which requires TII to consult with, (and provide and agree method statements), the OPW in advance of works being carried out. The proposed wording is set out later in this submission.



The properties for which a Stage 3 assessment is critical are listed in Appendix A.

In addition, while Stages 4 and 5 are not included in the Railway Order application or EIAR, the OPW considers these stages as key to the success of the project overall. The OPW would welcome the inclusion of the Stages in the process, to facilitate a process of monitoring the necessary mitigations implemented, in advance of closing out the completion of the project. These stages are further described in Appendix D. Additionally, any issues arising in Stages 3 and beyond, that result in material changes to the scheme and/or impacts on properties not set out in this current Railway Order Application should necessitate a new, additional Railway Order application, as it is likely to be materially different to that submitted in this current application. Alternatively, the Railway Order should be amended and the OPW would draw the Bord's attention to s.146D of the Planning and Development Act 2000, as inserted by s.30 of the Planning and Development (Strategic Infrastructure) Act 2006, which allows for the amendment of railway orders.

On a related point, clarity from TII is required on apparent discrepancies between drawings submitted by TII in the Railway Order. In particular, the tunnel alignment on contour drawings appear incorrect in certain places and this is referenced in some of the individual property submissions.

Property Submissions

There are individual submissions accompanying this letter with detailed observations on each property. We respectfully request that these detailed observations are considered by An Bord Pleanála and that the OPW is afforded the opportunity to discuss those observations at an oral hearing in due course. The opportunity to present at an oral hearing would be considered an important part of the process, given the national significance of the State properties that may be impacted by the Metrolink development. These include St. Stephen's Green Park (a national monument), the Houses of the Oireachtas, Government Buildings, the Cultural Institutions such as the National Museum, the National Gallery, the National Concert Hall and the GPO, among others.

In summary, the individual submissions to An Bord Pleanála cover a number of matters relating to State properties, including:

- **Building type:** All of the historic properties in the Government business district in Dublin 2, in particular, will have varying levels of sensitivity to settlement, vibration, etc. A number of these also house equipment that is sensitive to vibration, noise, etc. and have lower ground operational areas or deep foundations. The OPW would respectfully request that an express condition be



attached to the railway order that acknowledges and mitigates any adverse impact on the subject properties.

- **Future developments:** The OPW would seek to ensure that the routing of any MetroLink tunnel would not limit the State's capacity to develop its property - vertically or horizontally - particularly around or below Leinster House, Government Buildings, the National Gallery, the National Museum, and the National Concert Hall complexes. By way of example - the future of the National Concert Hall (NCH) property includes a Master Plan, currently being developed, and envisages a new Children's Science Museum on the complex. Planning Permission is in place for some extensive developments, including lower levels of buildings that may impact the MetroLink tunnel.

The OPW would respectfully request that an express condition be attached to the railway order that acknowledges and mitigates any restrictions on future development of the subject properties.

- **Security:** The Preferred Route runs beneath the Dáil, Seanad, and Committee Chambers, as well as Government Buildings. A thorough risk assessment from the perspectives of State security will be critical to understanding the implications during any construction and operating phases.

The OPW would respectfully request that an express condition be attached to the railway order that acknowledges and mitigates any adverse impact on the security of the subject properties.

- **Vibration, Noise, Electromagnetic Radiation and Interference:** The Oireachtas Chambers have extremely low tolerance for any external noise, vibration, or electromagnetic interference during and post construction.

The National Museum of Ireland holds the National Archaeological Collection on behalf of the State. The National Collection contains hundreds of thousands of objects including fragile artefacts such as prehistoric ceramic vessels, and Greek and Roman ceramic and glass vessels. The National Gallery of Ireland, in particular, has concerns about the effect of ongoing low-level vibrations on priceless paintings in the State collection.

In terms of the National Concert Hall's activities, the impact of noise and vibration during the construction and operational phases of the MetroLink are matters that would require to be mitigated.

The former Department of Arts, Heritage and the Gaeltacht had previously expressed to the OPW the significant concerns of the Boards of Governors of the Cultural Institutions (the National Gallery, the National Museum, the National Library and the National Concert Hall).



The OPW would respectfully request that an express condition be attached to the railway order that acknowledges and mitigates any adverse impact on the subject properties.

- **Potential impacts to National Monuments:**

- **St. Stephen's Green Park:** The OPW acts on behalf of the relevant Minister in the operation, care and maintenance of St. Stephen's Green Park; and so shares the concerns of our colleagues in the Dept. of Housing, Local Government & Heritage that the proposed station location would have a direct, severe, negative, profound and permanent impact on the heritage value of the Green.

As presented, the proposals would not seem sufficiently sympathetic to the history and environment of the spaces within and around the Green. The OPW would urge An Bord Pleanála, when considering any Railway Order Application, to also consider the unique, inherent importance of St Stephen's Green Park to the people of Dublin and in light of the specific legal protection which has been identified above.

- **Moore Street/Moore Lane:** The impact on the national monument properties on Moore Street now appears to be very significant, in particular in relation to the 'cut and cover' works zone proposed for the Metrolink station box. The proposed development works are very close to the boundary of the monument and includes the public roadway, Moore Lane, behind the monument site. There are also likely to be serious and lengthy impacts and disruption to the operation of a new centre of commemoration planned for the site, with a substantial State investment due to be made over the coming years.

The OPW has discussed most of these concerns with TII as part of a consultation process between our organisations over the past number of years, but would like to ensure these points are formally included in the conditions attached to any Railway Order granted.

Legal Agreements

The Commissioners of Public Works would seek to enter into appropriate, property-specific legal agreements with TII, to ensure the protection of key State properties and of the State's activities undertaken within those and other properties. Given the importance of such properties and activities, the Commissioners of Public Works consider it appropriate that An Bord Pleanála would make the Railway Order conditional on such legal agreements being in place between TII and the OPW. Creating such legal agreements between TII and the OPW would be possible only after TII make available the more detailed design and risk-mitigation measures for the construction and operational phases of the MetroLink project, and before any development begins. Therefore, the OPW would request that this aspect be reflected in the conditions set out



by An Bord Pleanála to TII, as this would provide assurances to the Commissioners of Public Works relating to future legal agreements that protect and secure State property and activities from risks associated with the construction or operations of the MetroLink.

In that regard, the OPW would suggest wording for conditions as follows (or such equivalent wording as the Bord determines appropriate). In respect of the need to ensure compliance with the National Monuments Acts:

"Prior to commencement of development, TII must ascertain whether the proposed Metrolink project will potentially result in the total or partial destruction of any national monuments and, if so, must comply with the requirements of s.14 of the National Monuments Act 1930, as amended,"

In terms of the sensitivity of the uses within many of the properties referenced in the submissions, coupled with their historic importance, the OPW respectfully requests that An Bord Pleanála consider attaching conditions to the Railway Order that ensures continuous monitoring of those properties to prevent any negative impacts. This is referenced further in the individual submissions.

In that regard, the following wording is proposed:

"Prior to commencement of development, TII will prepare detailed method statements which shall be submitted to the relevant planning authority for agreement by the planning authority. Insofar as the proposed works affect any State properties, TII shall consult and agree with the Commissioners of Public Works, and other impacted State bodies, any method statements prior to submitting to the relevant planning authority for agreement".

The OPW would also welcome the following condition to ensure that there is appropriate monitoring of the effects of the proposed Metrolink project on State parties:

"TII will be required to monitor the physical impacts of the proposed Metrolink project and future operations, on State properties in terms of noise, vibration, business interruption, loss of ecological and amenity value and submit reports (of a nature and to a standard agreed with the Commissioners and, as necessary, their clients at intervals to be agreed), to both the OPW and the relevant planning authority".

Flood Risk Management

The OPW also wishes to highlight to the Bord the area of flood risk management. As the Bord may be aware, the Guidelines on the Planning System and Flood Risk Management (DHPLG/OPW, 2009) set out a transparent framework for the



consideration of flood risk in the planning processes, including planning applications and development management. The Guidelines stress the need for a proportionate assessment of the flood risk, taking into account the potential impacts of climate change, and the need for the management of flood risk for development in flood-prone areas.

The Climate Change Sectoral Adaptation Plan for Flood Risk Management (OPW, 2019), that was approved by Government in October 2019, further emphasises the need for the consideration of the potential impacts of climate change on flooding and flood risk in the planning and design of future assets. The Metrolink will be a highly valuable piece of critical infrastructure that may well be highly vulnerable in the event of inundation, and as such, taking account of the policies referred to above, a detailed flood risk assessment might be expected of fluvial, coastal and pluvial flood risks (in addition to sealing against groundwater), with any flood risks, such as via inflow from station entrances, ventilation systems, etc., managed to a suitably high standard of protection (e.g., the 0.1% annual exceedance flood event probability), taking account of the potential impacts of climate change.

As stated above, we would respectfully welcome the opportunity to present to An Bord Pleanála at an Oral Hearing, should the Bord deem it appropriate.

Yours sincerely,

Maurice Buckley

Chairman



Appendix A:

List of properties that require Stage 3 and further Stage assessments:

- Houses of the Oireachtas, Leinster House complex
- Government Buildings
- National Gallery
- National Museum
- National Library
- Natural History Museum
- National Concert Hall
- St. Stephen's Green Park
- 14-17 Moore Street and Moore Lane
- Garden of Remembrance
- General Post Office (GPO), O'Connell Street



Appendix B: relevant correspondence between OPW and TII

- **"Re: Metrolink - Emerging Preferred Route"** – Suzanne Angley (Metrolink Stakeholder Communications Coordinator) to Chairman's Office, 21st March 2018 (by registered post)
- **"Re: Metrolink"** - Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland) to Caoimhe Allman (Assistant Principal Officer, Property Management – Owned Properties), 28th May 2018
- **"Re: Observations of the Commissioners of Public Works in Ireland regarding the proposed MetroLink route (Emerging Preferred Route)"** - Caoimhe Allman (Assistant Principal, Property Management, Office of Public Works) to Aidan Foley (Project Director, MetroLink, Transport Infrastructure Ireland), 9th July 2018
- **"Re: Metrolink (Emerging Preferred Route)"** - Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland) to Caoimhe Allman (Assistant Principal Officer, Property Management – Owned Properties), 8th August 2018
- **"Re: Observations of the Commissioners of Public Works regarding the proposed MetroLink route"** – Catherine Eddery (Principal Officer, Property Management – Owned Properties) to Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland), 20th December 2018
- **"FW: Metrolink - OPW high level obs from Paul Tighe"** – Catherine Eddery (Principal Officer, Property Management – Owned Properties) to Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland), 17th January 2019
- **"Re: Observations of the Commissioners of Public Works regarding the proposed MetroLink station at St. Stephen's Green"** - Catherine Eddery (Principal Officer, Property Management – Owned Properties) to Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland), 5th April 2019
- **"Re: Proposed Metrolink Station at St. Stephen's Green"** - Aidan Foley (Project Director, Metrolink, Transport Infrastructure Ireland) to Catherine Eddery (Principal Officer, Property Management – Owned Properties), 9th August 2019
- **"St. Stephen's Green"** – John McMahon (Commissioner, OPW) to Michael Nolan (CEO, Transport Infrastructure Ireland), 10th June 2020
- **"Re: Metrolink Proposals for St. Stephen's Green"** – John McMahon (Commissioner, OPW) to Michael Nolan (CEO, Transport Infrastructure Ireland), 20th June 2020



Appendix C: relevant meetings between OPW and TII

- **"OPW Presentation" – 3rd May 2018**
- **"TII presentation" – 14th December 2018 (attended by Chairman)**
- **"TII presentation in response to OPW concerns" – 18th January 2019**
- **"OPW St Stephen's Green Meeting" – 22nd May 2019**
- **"St. Stephen's Green" – 12th September 2019**
- **"TII MetroLink project update to OPW" – 5th June 2020**
- **"Project Update to: Office of Public Works (OPW)" – 31st May 2021**
- **"Project Update to: Office of Public Works (OPW)" – 15th September 2022**



Appendix D – Ground Movement Assessment

The following sets out the requirements for assessing the impact of ground movement resulting from underground construction, such as tunnelling, embedded wall installation, and excavation for station boxes, together with requirements for monitoring and the close out.

The Designer shall investigate the potential for ground movement associated with the design and possible construction:

- a) to assess risk of building damage by identifying those zones where the implementation of the design is likely to cause ground movements which will result in risk of Damage Category 2 'Slight' being exceeded (see Table 1) or where damage exceeds the agreed tolerable limits. To assess the risks of such degrees of damage occurring and either investigate alternative designs or advise interfacing Designers that alternatives need to be considered and modify the design as necessary. To undertake an assessment of the potential consequences where there is a significant likelihood that Risk of Damage Category 2 'Slight' will be exceeded or where damage exceeds the agreed tolerable limits and identify specifically what the risks are. Design protective measures where necessary to mitigate against the risk of damage exceeding Risk of Damage Category 2 or where damage exceeds the agreed tolerable limits;
- b) to demonstrate that the environmental effects of excavation induced ground movements have been considered and taken account of in the design;
- c) to assess the risk of damage to utilities and to design mitigation measures in agreement with the utility owner;
- d) to assess the effects of excavation to existing above-ground and underground infrastructure and to design suitable mitigation measures;
- e) to indicate where property may require demolition or structural modification;
- f) to enable the preparation of contingency plans to deal with residual risks.

Stage 1 – Scoping

Schedules and plans shall be prepared to identify all assets assessed to experience ground movement exceeding 1mm using conservative parameters.

Stage 2 – Initial Assessment

The designer shall carry out initial assessment calculations using simple empirically calibrated methods and moderately conservative parameters to classify the risk of damage to assets. For masonry building structures the risk should be classified in accordance with Table 1. For non-masonry buildings and infrastructure the level of risk should be determined by ensuring that deformations do not exceed tolerable values determined in consultation with the asset owner.



A schedule and plans of predicted damage shall be prepared, along with outline trigger levels.

The assessment calculations shall be based on record drawings, where available and an inspection for assessment. Assets estimated to be a risk of damage greater than Category 2 'Slight' or where damage exceeds the agreed tolerable limits require further detailed assessment at Stage 3.

Table 1 - Building damage classification

Damage Category	Description of degree of damage+	Description of typical and likely forms of repair for typical masonry buildings	Approx. crack width* (mm)	Max. tensile strain %
0	Negligible	Hairline cracks		<0.05
1	Very slight	Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection	0.1 to 1.0	0.05 to 0.075
2	Slight	Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible; some repainting may be required for weather tightness. Doors and windows may stick slightly	1 to 5	0.075 to 0.15
3	Moderate	Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Tuck pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired	5 to 15 or a number of cracks greater than 3	0.15 to 0.3
4	Severe	Extensive repair involving removal and	15 to 25 but also	> 0.3



		replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted	depends on number of cracks	
5	Very severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and required shoring. Windows broken by distortion. Danger of instability	Usually > 25 but depends on No. of cracks	
+ In assessing the degree of damage, account must be taken of its location in the building or structure. * Crack width is only one aspect of damage and should not be used on its own as a direct measure of it. Burland, J.P. and Wroth, C.P., Settlement of Buildings and Associated Damage, Proceedings of a Conference on the Settlement of Structures, Cambridge, 1974, pp 611 – 54 and 764 – 810;				

The heritage value of a Listed or Protected Building should be considered during the initial assessment by reviewing the sensitivity of the building structure and of any particular features together with the initial assessment calculations. The heritage assessment examines the following:

- a) the sensitivity of the building / structure to ground movements and its ability to tolerate movement without significant distress. The potential for interaction with adjacent buildings / structures is also considered. A score within the range of 0-2 should be allocated to the building/structure in accordance with the criteria set out in Table 2;
- b) the sensitivity to movement of particular features within the building / structure and how they might respond to ground movements. A score within the range of 0-2 should be allocated to the building in accordance with the criteria set out in Table 2.

The scores for each of the two categories (a) and (b) should be combined and added to the category determined in Stage 2 to inform the decision making process. In general,



Listed Buildings which score a total of 3 or higher should be subject to further assessment as part of the Stage 3 – Detailed Assessment. Buildings that score a total of 2 or less are predicted to suffer a degree of damage which may be easily repairable using standard conservation based techniques and hence no protective measures for the building's particular features should be required. However, ultimately the professional judgement of engineering and historic building specialists should be used to determine whether additional analysis is required.

Table 2: Scoring for Sensitivity Assessment of Listed Buildings

Criteria		
Score	a) Sensitivity of the structure to ground movements and interaction with adjacent buildings	b) Sensitivity to movement of particular features within the building
0	Masonry building with lime mortar not surrounded by other buildings. Uniform facades with no particular large openings.	No particular sensitive features
1	Buildings of delicate structural form or buildings sandwiched between modern framed buildings which are much stiffer, perhaps with one or more significant openings.	Brittle finishes, e.g. tight-jointed masonry, which are susceptible to small movements and difficult to repair.
2	Buildings which, by their structural form, will tend to concentrate all their movements in one location.	Finishes which if damaged will have a significant effect on the heritage of the building, e.g. cracks through frescos.

Stage 3 - Detailed Assessment, Mitigation Design and Monitoring Plans

The Designer shall carry out detailed assessments of structures that will be affected by the works so that any monitoring works and mitigation works can be designed and implemented.



For structures at risk of exceeding Damage Risk Category 2 'Slight' or where damage exceeds the agreed tolerable limits the designer shall undertake a detailed assessment (more rigorous) to determine:

- a) the influence of the structure and its foundations on the predicted ground movements (soil/structure interaction).
- b) the volume loss at which the risk of damage to the structure (or any sensitive finishes/features) is 'slight' or better;
- c) whether this volume loss may be achieved by the proposed excavation design/control measures;
- d) any special control measures required to reduce the predicted damage to acceptable levels (i.e. Risk Category 2 'slight' damage category and below or below the agreed tolerable limits) such as significantly higher face pressures with EPBM tunnelling and the practicality of these;
- e) the amount of ground movement that the structure (and or any sensitive finishes/features) can accommodate without exceeding Damage Risk Category 2 or where damage exceeds the agreed tolerable limits;
- f) the level of residual risk if intrusive mitigation measures are not implemented.

The detailed assessments should include a number of iterations to determine how the risk of damage to a building may be reduced. Asset-specific empirical models shall be prepared successively using moderately conservative and best estimate parameters. If after these iterations the use of empirical methods do not reduce the risk of building damage to acceptable levels (i.e. Damage Category 2 'slight' damage category and below or below the agreed tolerable limits), the damage assessment shall be refined by increasing the sophistication of the analysis with the aim of reducing the risk of asset damage to acceptable levels and to eliminate the asset from further assessment.

If the risk of damage cannot be shown to be reduced by detailed assessment to acceptable levels, then mitigation measures shall be designed. The primary means of settlement mitigation shall be practical measures to control ground movement by good design and construction practice. This could include staged excavation sequences within sprayed concrete lining (SCL) works, ground treatment, face stabilisation, spiling / face dowels, increasing face pressure when using a tunnel boring machine (TBM), adopting stiffer walls/propping for rectangular shafts etc.

In the event that physical mitigation measures are still required (i.e. to control building damage to Damage Category 2 'slight' and below or below the agreed tolerable limits), the Designer shall seek to obtain the Asset Owners approval.

The Designer shall also undertake a comparative risk assessment to demonstrate that the risks associated with installation/implementation of any intrusive mitigation measures (such as compensation grouting) are no worse than the risks associated with the base case.



The relevant Local Authority and the OPW shall be consulted on the results of the Protected Building assessment reports and the proposals for protective measures, if any are required. The OPW shall also be consulted in relation to Listed or Protected Buildings where they would normally be notified or consulted on planning applications or listed building consent applications.

When considering the need and type of protective measures for Listed or Protected Buildings, due regard should be given to the sensitivity of the particular features of the building which are of architectural or historic interest and the sensitivity of the structure of the building to ground movement. Where the assessment highlights potential damage to the features of the building which it will be difficult or impossible to repair and/or if that damage will have a significant effect on its heritage value, the assessment may recommend appropriate measures to safeguard those features either in-situ or by temporary removal and storage off-site if those with relevant interest(s) in the building consent.

The form of monitoring of Listed Buildings should be determined based on the results of the assessment process.

Where repair works are necessary they will require the consent of those with relevant interest(s) in the building.

For railway track and track support structures the designer shall:

- a) review the track surveys (including specifying additional surveys if required) and establish that ground movement can be accommodated without exceeding track standard operational tolerance in conjunction with the relevant Infrastructure Manager;
- b) identify locations where fettling of the track is required pre construction and /or during construction to ensure the track geometry and clearances are acceptable.

The designer shall prepare plans and sections showing the zone of influence of the works that is defined by ground movements exceeding 1mm.

The designer shall develop an instrumentation and monitoring plan to validate that ground movements within the zone of influence are in accordance with design assumptions and that the infrastructure remains within acceptable limits. The designer shall ensure that there is a clear distinction between parameters measured to confirm the change in any parameter is in accordance with the design and parameters measured to limit damage to the assets. This plan shall identify the minimum period of time required to obtain base line data for each monitoring point.

Note: A competent engineer responsible for the works shall consider those factors which may influence the monitoring data and shall determine an appropriate period and frequency for baseline monitoring. This decision making process will include an element



of engineering judgement to account for the possible effects of any underlying environmental trends (seasonal, diurnal, tidal) in the assets under consideration.

Note: The designer shall demonstrate that the monitoring system complies with the British Tunnelling Society Monitoring Underground Construction best practice guide.

Note: A review of the monitoring system against the checklists provided in Appendix B of the BTS Monitoring Underground Construction best practice guide may be used as a tool to demonstrate compliance.

The detailed assessments shall define the control limits that need to be imposed on the TBM/SCL excavation in the zone of influence. The designer shall state these control measures on drawings and specifications.

The designer shall identify the critical parameters to be monitored and define the Asset Control Limits based on:

- a) the ability of the asset or structure to withstand ground movement investigated
- a) during the assessments carried out in Stage 2 and 3.
- b) the risk to third party operations

The designer shall link the Asset Control Limits to actions within an Emergency Preparedness Plan.

The Instrumentation and Monitoring Plan and Emergency preparedness Plan shall be agreed with the relevant Asset Owner.

Stage 4 – Construction

Contingency plans shall be developed and agreed with the OPW to cover the risks posed to the OPW before commencement of the construction activity.

Contingency plans shall be implemented where the results of monitoring or inspection so indicate.

Ground movement and construction progress records shall be maintained and reported in regular reviews when construction processes are taking place within the zone of influence.

Predictions and assumptions made during design in respect of both ground movement and the effects which such ground movement will have on adjacent assets shall be verified by measurement during construction.

Stage 5 – Completion and Close-out

After ground movement has stopped, as confirmed by instrumentation and monitoring, the designer shall prepare a "Completion Report". This shall include the following:

- a) details of any modifications/mitigation measures to the existing structure;
- b) graphs that show the ground movement and construction progress over time



- a) with at least 3 months duration of readings which show no change;
- b) a schedule showing actual movement compared to predicted movement;
- c) a schedule of defects recording only the exceptions (changes) identified during the post construction defects survey;
- d) details of any remedial works undertaken;
- e) as-built records (including any temporary works remaining in situ on completion of the works).

Schedule of Defects

A schedule of defects shall be recorded prior to the start of construction for all buildings, structures, utilities and facilities and Outside Party assets predicted to experience ground movement exceeding 1mm.



OPW

Oifig na
nOibreacha Poiblí
Office of Public Works

Property: Mobhi Road Complex

Location: Saint Mobhi Road, Dublin 9

**Submission to the Draft Railway Order 2022
(MetroLink - Estuary to Charlemont via
Dublin Airport)**

January 2023



**Gall Zeidler
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EXECUTIVE SUMMARY

With reference to the Draft Railway Order 2022, (Metrolink - Estuary to Charlemont via Dublin Airport), the Office of Public Works (OPW), OPW Headquarters, Jonathan Swift St, Trim, Co Meath, welcomes this strategic project and recognises the significance of its delivery to provide for a sustainable, safe, efficient, integrated, and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.

With respect to the proportion of the State's property portfolio managed by the OPW, we will endeavour to share knowledge and information with Transport Infrastructure Ireland (TII) to facilitate the successful delivery of the project through a collaborative approach.

This submission has been prepared by DOWNEY in conjunction with Gall Zeidler Consultants, on behalf of The Commissioners of Public Works in Ireland (hereinafter the Office of Public Works (OPW)) and on foot of extensive consultation(s) with the OPW and its clients, which relates to the Metrolink route and its relationship with the Mobhi Road Complex, Mobhi Road, Dublin 9.

With respect to this property, the OPW requests that An Board Pleandála notes the sensitivity of the historic buildings and national collections located within. The OPW also seeks:

- 1) To ensure no disruption to the safe public access to the buildings and their day-to-day uses and functions, in particular with regards to the young age cohorts accessing the building on a daily basis,
- 2) To ensure assessing the adverse traffic impacts on vehicular access to these properties during construction phase of the Project due to traffic diversions,
- 3) To ensure no adverse impact of the additional lorry movements on the Complex and its functions, for both deliveries and spoil removal, during construction of the Griffith Park station, as a portion of the lands on the Complex will provide for the station.
- 4) To ensure no damage to the Coláiste Caoimhín (a Protected Structure) and other buildings on the Mobhi Road Complex, pre-construction and post-construction surveys, trials and monitoring is required. This is mainly regarding the ground borne noise and vibration pre- and post-construction to apply and monitor threshold limits where required.
- 5) To ensure assessing and applying limits to dewatering for the construction of the Griffith Park station to avoid adverse impacts on the properties at Mobhi Road Complex.
- 6) To ensure detailed assessment of blasting at the Griffith Park station and its potential adverse impacts on the Mobhi Road Complex and its functions.

METROLINK

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Draft Railway Order
2022



Draft Railway Order
Metrolink
Estuary to Charlemont
via Dublin Airport



Transport Infrastructure Ireland
National Transport Authority
2040

- 7) To ensure liaising with the relevant stakeholders, including the OPW and the Department of Education, etc to prevent any interference with future development on the site and with respect to the increasingly growing demand for educational facilities in the area.
- 8) To ensure detailed assessments, including adverse impacts on the verge of mature trees along Mobhi Road and outline mitigation measure regarding construction of the station on site.
- 9) Precedents to be included within the risk assessments so to ensure utilising best practice guidance within implementation of the Project.



TABLE OF CONTENTS

1.0	INTRODUCTION	7
2.0	THE OFFICE OF PUBLIC WORKS MANDATE	7
3.0	OVERVIEW OF THE DRAFT RAILWAY ORDER.....	8
4.0	MOBHI ROAD COMPLEX.....	11
4.1	Property Location & Description.....	11
4.2	Historical Context/Conservation Status	12
4.3	Current Use/Uses.....	14
4.4	Planning Context	14
4.5	Potential Development of the Property.....	19
5.0	MATERIAL CONSIDERATIONS	19
6.0	LEGAL CONSIDERATIONS	19
7.0	ENGINEERING CONSIDERATIONS.....	20
7.1	General Considerations.....	20
7.1.1	Alignment	20
7.1.2	Tunnelling.....	22
7.1.3	Station Excavation	22
7.2	Programme Overview	22
7.3	Contractual Arrangement	22
8.0	POTENTIAL IMPACTS ON THE PROPERTY.....	22
8.1	Monitoring	22
8.2	Security Issues.....	23
8.3	During Construction of the MetroLink	24
8.3.1	Ground movement	24
8.3.2	Utilities	25
8.3.3	Noise and Vibration.....	25
8.3.4	Work Sites	26
8.4	During Operation of the MetroLink	26
8.4.1	Noise and Vibration.....	26
8.4.2	Future Development	26
8.5	Future Development	27
9.0	CONCLUSION.....	27
APPENDIX 1: LIST OF PLANNING LEGISLATION & POLICY DOCUMENTS.....		29
Legislative Context		29
National Planning Policy Context		31
Regional Planning Policy Context		32

Local Planning Policy Context.....	32
APPENDIX 2: GROUND MOVEMENT ASSESSMENT	34
Stage 1 – Scoping	34
Stage 2 – Initial Assessment	34
Stage 3 – Detailed Assessment, Mitigation Design and Monitoring Plans.....	36
Stage 4 – Construction	38
Stage 5 – Completion and Close-out.....	39
Schedule of Defects.....	39

This submission is made in response to the statutory review of the Draft Railway Order. Accordingly, this submission has been prepared in the context of “Draft Railway Order 2022; MetroLink - Estuary to Charlemont via Dublin Airport” which seeks to deliver the construction of a fully segregated and automated railway and metro mostly underground c. 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin, and the City Centre to Charlemont. The Draft Order is currently on public display. We would respectfully request that An Bord Pleanála consider the content within this submission. DOWNEY would like to thank the Board for the opportunity to make this submission, on behalf of the Commissioners of Public Works in Ireland (hereinafter the Office of Public Works (OPW)), a prescribed body for the project as advised by An Bord Pleanála.

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1.0 INTRODUCTION

This submission has been prepared by DOWNEY, Chartered Town Planners, 29 Merrion Square, D02 RW64, in conjunction with Gall Zeidler, International Consulting Engineers specialising in tunnel and underground schemes, on behalf of the Commissioners of Public Works in Ireland (hereinafter the Office of Public Works (OPW)), OPW Headquarters, Jonathan Swift St, Trim, Co Meath and on foot of extensive consultation(s) with the OPW's clients, which relates to the MetroLink route and its relationship the Mobhi Road Complex at Saint Mobhi Road, Dublin 9.

With reference to the Draft Railway Order 2022 (MetroLink - Estuary to Charlemont via Dublin Airport), the OPW welcomes this strategic project and recognises the significance of its delivery to provide for a sustainable, safe, efficient, integrated, and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.

2.0 THE OFFICE OF PUBLIC WORKS MANDATE

The OPW was established in 1831, by an Act of Parliament: An Act for the Extension and Promotion of Public Works in Ireland. Since then, generations have enjoyed and benefited from the OPW's specialist work on state buildings, heritage sites, national parks, and flood relief measures. The primary function of the OPW continues as a key player in the implementation of Government policy and advisory to the Minister of State in the disciplines of property (including heritage properties) and flood risk management.¹ The OPW has a strong reputation for expert knowledge and is an important resource for Government and State Agencies on specialist and professional advice on architectural projects, estate management, historic properties, engineering services, and flood risk management. This expert knowledge is crucial in supporting decisions across Government and is vital within the MetroLink's plan making process. The OPW will endeavour to share its knowledge and provide advice to Transport Infrastructure Ireland (TII hereinafter) as part of this submission to An Bord Pleanála on the Draft Railway Order application.



Figure 1. The OPW's Main Areas of Work

¹ For more information, you can read the "Office of Public Works; Statement of Strategy 2021-2024" retrievable here: <https://assets.gov.ie/134839/b52e1b97-bfe4-4948-9434-de0118f111bd.pdf>

The OPW provides a shared service in the area of property management and property maintenance incorporating architectural, engineering, valuation, quantity surveying, project management, art and facilities management and the conservation, preservation and presentation of heritage and cultural properties. The OPW is the lead agency for flood risk management in Ireland. This expertise will be maintained within the OPW's submissions to support and engage with TII and the Draft Railway Order application.

The OPW manages a significant proportion of the State's property portfolio which stands at c. 2,500 properties and which accommodate Government Departments and includes c. 700 Garda properties. A key function of the OPW is the maintenance and operation of Ireland's most iconic heritage properties, including the State's two World Heritage Sites, c. 800 National Monuments and over 2,000 hectares of gardens and parklands.

Additionally, the OPW is a key player in infrastructure delivery for the State. In relation to flood risk management, the OPW has delivered some 150 flood relief schemes under the National Development Plan 2018-2027 as part of Project Ireland 2040 and maintains some 12,000km of river channels and 800km of embankments.

The OPW considers good governance to be central to the effectiveness of its operations, and recognises its importance in discharging its statutory, administrative and policy obligations.

It is the OPW's priority to maximise the efficient use and value of the State's property portfolio, minimise the extent and impact of flooding, protect and promote our national built heritage, and excel in organisational performance and service. The OPW manages a significant number of properties along the route, including a number of historical and nationally important properties.

3.0 OVERVIEW OF THE DRAFT RAILWAY ORDER

On 30th September 2022, governed by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the 2001 Act" hereinafter) and proposed within the definition of Strategic Infrastructure Development (SID) under Section 2 of the Planning and Development Act 2000 (as amended) ("the 2000 Act" hereinafter), the National Roads Authority (operating as TII) submitted the Draft Railway Order for the MetroLink Project - Estuary to Charlemont via Dublin Airport [2022] ("the proposed Project" hereinafter) to An Bord Pleanála.

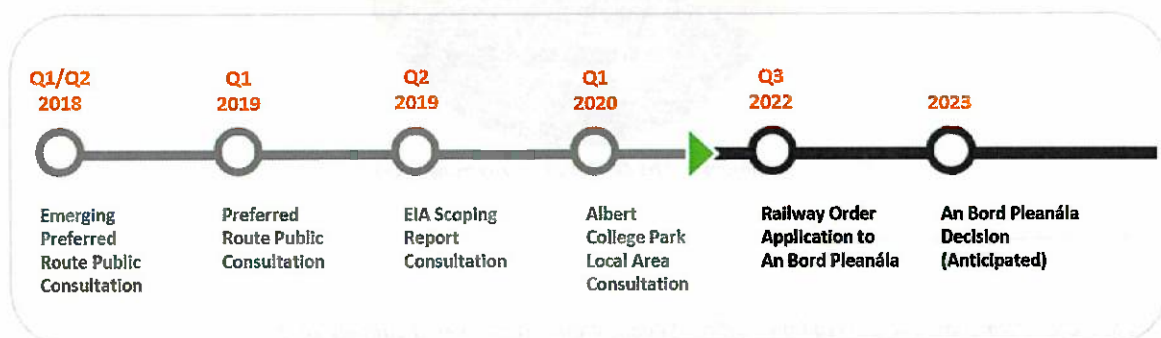


Figure 2. The Proposed Project Roadmap (extracted from Chapter 8 of EIAR enclosed with the proposed Project application)

With an objective to “provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre”, the proposed Project seeks to deliver the construction of a fully segregated, high-capacity, and high-frequency automated railway and metro between Estuary Station and the Park and Ride facility, north of Swords via Dublin Airport to Charlemont Station, with approximately 18.8km length, which is mostly underground. The proposed Project comprises 16 new stations along the alignment, comprising of Estuary Station at surface level, four stations at Seatown, Swords Central, Fosterstown and Dardistown in retained cut, and Dublin Airport Station along with the remaining ten stations, which will be underground.

Other principal project elements include a multi-storey 3,000-space Park & Ride facility at Estuary, two viaducts, one over the Broadmeadow and Ward Rivers, and one over the M50 Motorway, an Operational Control Centre, and Maintenance Depot at Dardistown, and intervention tunnels and shafts associated with Dublin Airport South Portal (DASP), located on the City Tunnel at Albert College Park, and south of Charlemont station.

The proposed Project has been designed to interchange with existing and future elements of the transport network. The key interchanges are as follows:

- Dublin Airport.
- The Western Commuter Line also known as the Maynooth Line (formerly the Midland Great Western Railway) and the South-Western Commuter Line also known as the Kildare Line (formerly Great Southern and Western Railway) at Glasnevin Station.
- The DART at Tara Station.
- Luas Lines (at O’Connell Street, St Stephen’s Green and Charlemont Stations).
- The Dublin Bus network and the future BusConnects network.

Temporary elements to the proposed Project will comprise Construction Compounds, Logistics Sites, and Tunnel Boring Machine Launch Sites, which are essentially to facilitate the construction phase of the development. This encompasses 34 Construction Compounds, including 20 main Construction Compounds at each of the proposed station locations, the portal locations, and the Dardistown Depot location, as well as 14 Satellite Construction Compounds located at other locations along the alignment. Main logistics sites will be located at Estuary, near Pinnock Hill east of the R132 Swords Bypass and north of Saint Margaret’s Road at the Northwood Compound. There will be two main Tunnel Boring Machine (TBM) launch sites, with one located at DASP, which will serve the TBM boring the Airport Tunnel and the second located at the Northwood Construction Compound, which will serve the TBM boring the City Tunnel.

TII carried out numerous public consultations on the Preferred Route over an eight-week period from the 26th of March 2019 to the 21st of May 2019. Over 1,000 people attended the five public events, which were held at key locations along the route. While extensive pre-planning consultations also took place between TII and the OPW, a detailed assessment of the individual properties affected has not yet taken place. The Draft Railway Order application 2022 is a Draft Order, and should the route be approved by An Bord Pleanála, further detailed design will be submitted which will require further consideration and approval. Factors such as the internal uses of the properties, their construction methods, age and historical importance and the effect of construction on these sensitivities has not

been assessed as part of the Project thus far. Additional consideration needs to be given to the potential effects on the built environment before a route and construction method can be confirmed. The OPW reserves the right to make further commentary, pending more detailed design proposals.

The statutory consultation period commenced on the 7th of October 2022, with an initial 6-week timeframe for submissions, i.e., the closing date for submissions was the 25th of November 2022 at 5.30pm. Pursuant to Section 40(1)(b) of the Act and as stated in the public notice published on the 25th of November 2022, this consultation period was further extended to the 16th of January 2023.

4.0 MOBHI ROAD COMPLEX



Figure 3. Site Location Map (approximate boundaries of the lands outlined in red with buildings and structures on the National Inventory of Architectural Heritage (NIAH) marked in blue (Map extract from archaeology.ie with Ordnance Survey Base-map)

4.1 Property Location & Description

The **Mobhi Road Complex** is an assembly of buildings, playing pitches, and sport fields comprising of:

- 1908 Marlborough Hall, later Coláiste Caoimhín, currently in use as Whitehall College of Further Education, and late twentieth century buildings.
- 1928 Scoil Chaitríona, building 1972
- 1955 CLG Na Fianna, clubhouse c. 1967
- Scoil Mobhi, 1972

CLG Na Fianna, Scoil Chaitríona, Scoil Mobhi, and Whitehall College of Further Education, formerly Coláiste Caoimhín, are all located at St. Mobhi Road, Dublin 9. The primary focus of the property is Whitehall College of Further Education, formerly Coláiste Caoimhín and originally called Marlborough Hall. These buildings are grouped together for ease of reference for the purpose of this submission,

with regards to their close proximity to the MetroLink. In terms of current uses, CLG Na Fianna is a GAA club; Scoil Chaitríona, Scoil Mobhi, and Coláiste Caoimhín are educational facilities. These are leased or sub-leased from the OPW by the organisations above.

Saint Mobhi Road is located in the area of Glasnevin and was reputedly founded by Saint Mobhi in the sixth century to be used as a monastery. This monastery continued to be used for many years afterwards and Glasnevin developed around it. The area now includes various recreational, educational, and social services, with Saint Mobhi Road as the main road in the area.

4.2 Historical Context/Conservation Status



Figure 4. An Aerial View of the Mobhi Road Complex

When King Henry VIII broke from Rome, an era of religious repression began. During the Dissolution of the Monasteries, Catholic Church property and land was appropriated to the new Church of England, and monasteries (including the one at Glasnevin) were forcibly closed and fell into ruin. From then, the area struggled to develop, with further historical events such as the plantations, further repressing Glasnevin.

The 1908 Marlborough Hall, later Coláiste Caoimhín, is currently in use as Whitehall College of Further Education. This is a protected structure (RPS No. 7746) and listed on the NIAH 50130149, due to its Regional, Architectural, Historical and Social status.

Glasnevin remained relatively undeveloped until the opening up of the Carroll Estate in 1914, which saw the creation of the redbrick residential roads and buildings in the area.



Figure 5. Left Photo: Scoil Chaitríona; Right Photo: CLG Na Fianna

CLG Na Fianna was founded in 1955 and their clubhouse is located on Saint Mobhi Road, which was then burnt to the ground in 1967. The members built a new clubhouse five years after the fire, which has been in use by the club since. Within the Mobhi Road Complex, this GAA club has two playing pitches, one known as the front pitch or the Mobhi Road pitch and one as the back pitch located to the rear of Scoil Chaitríona.

Scoil Chaitríona was founded by Mother Treasa Ní Fhlanagáin in 1928 and it was the first Irish secondary school for girls in Dublin. With the introduction of free education in the 1960s, the school experienced significant growth and needed a new building. In 1972 Scoil Chaitríona moved to Saint Mobhi Road, and it has been located there since. There is also a football pitch to the front of this school, which is bounded to the south by Griffith Park.

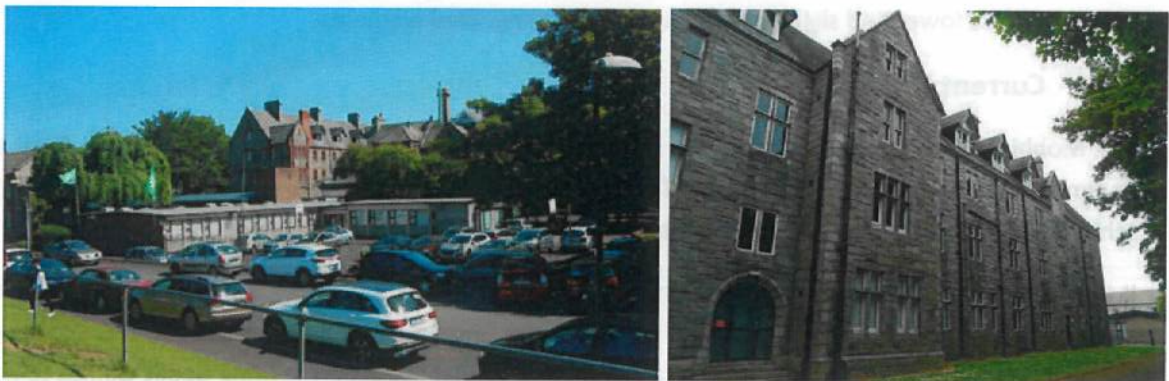


Figure 6. Left Photo: Scoil Mobhi; Right Photo: Coláiste Caoimhín

Scoil Mobhi was also founded in 1972 as an Irish-speaking primary school for boys and girls, which ultimately forced Scoil Chaitríona to become a secondary school for both boys and girls. Registered under RPS Ref. No. 7746 within the Dublin City Council's Record of Protected Structures., Coláiste Caoimhín is designated as a Protected Structure with architectural, historical, and social significance at a regional level. The building is now known as Whitehall College of Further Education.

Coláiste Caoimhín is a rather sombre institutional building in unrelieved grey granite, designed by James Franklin Fuller as a residence for male students. Originally called Marlborough Hall, it was opened by the Lord Lieutenant of Ireland in August 1908. Continuing life as a school in the 1920s-30s, it served the Department of Defence in the late twentieth century and is now in use as a college of further education. It remains largely unaltered, with the rather severe character of a grand institution

contrasting with the jumbled arrangement of structures to the north side. The ordered façade and hints of baronial character are enhanced by the private setting and remains of handsome grounds, giving the impression of a large boarding school.



Figure 7. Coláiste Caoimhín (currently known as Whitehall College of Further Education)

This is a detached twenty-two-bay three-storey former school building with dormer attic, built during 1905-8. With an E-plan, main façade of the building is south facing, having full-height gabled projecting three-bay ends, full-height gabled two-bay projecting entrance feature flanked by engaged octagonal-plan turrets to upper floors on corbel supports and fronted by flat-roofed porte-cochère, flanked in turn by slightly lower and slightly projecting single-bay gabled elements.

4.3 Current Use/Uses

The Mobhi Road Complex encompasses CLG Na Fianna, Scoil Chaitríona, Scoil Mobhi, and Coláiste Caoimhín, CLG Na Fianna is a GAA club. The Scoil Chaitríona, Scoil Mobhi, and Coláiste Caoimhín are schools. There are also several playing pitches and football grounds available on this Complex.

It is noted that that Coláiste Caoimhín is partly occupied by Gaelscoil Áine, partly by Whitehall CFE, and partly vacant. It is also important to note that the “Experience Gaelic Games” on this Complex; set up in 2009, is working with the CLG Na Fianna as a tourist attraction to bring Gaelic Games to the visitors of Ireland.

4.4 Planning Context

In terms of the planning history pertaining to the subject property and the surrounding area, in particular, recent and live application(s) with an expected notable impact, and as outlined in the Planner’s Report of the Draft Railway Order 2022, *there is one extant planning permission whose boundary crosses into the area of the proposed Project*”. This application is as follows:

Planning Reference	Description	Registration Date	Decision Date	Appeal	Decision
4217/19	Planning permission at Coláiste Caoimhín, St. Mobhi Road, Dublin 9 for developments described as follows: 1. Installation of elevator from the ground floor to the first floor. 2. Extension of existing external ramp 3. Hardstand drop off area and associated site works.	15-10-2019	21-01-2020	No	GRANT

This a relatively small-scale application relating to the internal modifications of the building at Coláiste Caoimhín to accommodate its changing needs. However, *“The Griffith Park Station will be located under the grounds used by Home Farm Football Club, on the east side of the R108 St Mobhi Road. There will be one entrance to this station, located at the southern end of the pitches, off the existing entrance to the Whitehall College of Further Education. This will result in the relocation of the existing gates to a position further east on the existing access road.”*

It is also important to note that as outlined in the Planner’s Report, *“Griffith Park Station lies in the curtilage of Coláiste Caoimhín, which is a Protected Structure”*. Furthermore, within the pervious Dublin City Development Plan 2016-2022, despite the Mobhi Road Collective being located beyond the Conservation Area designation, Griffith Park to the southern boundary of this Collective was designated as a Conservation Area. This puts more emphasis on the historical significance of the area.

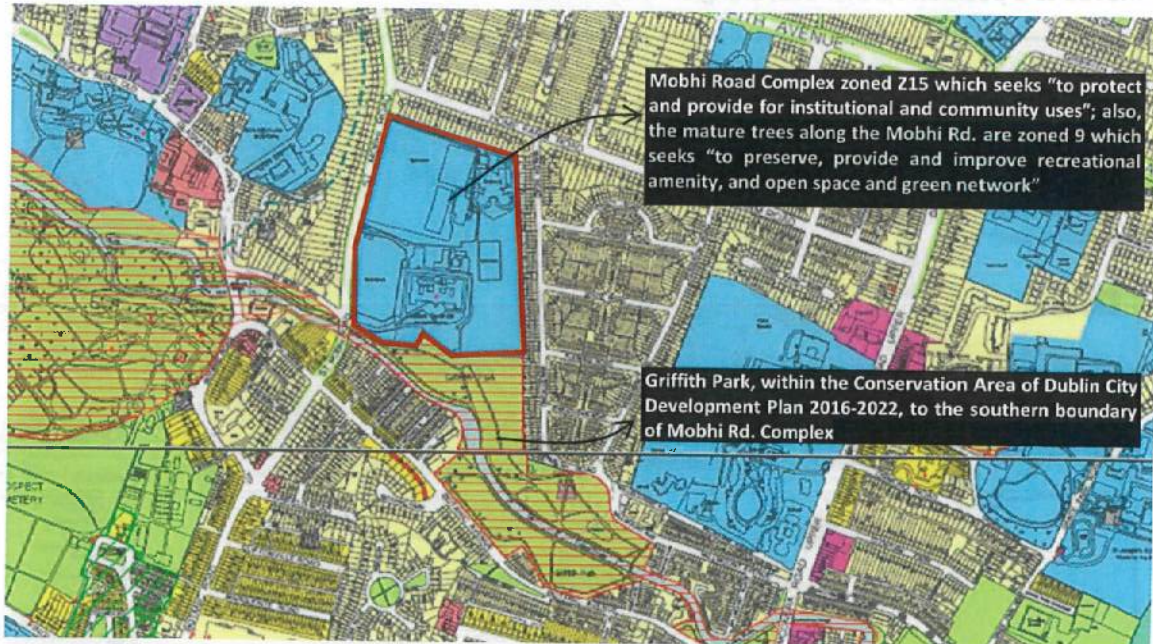


Figure 8. Mobhi Road Complex and Griffith Park within the Zoning Map of Dublin City Development Plan 2016-2022

With respect to the newly adopted Dublin City Development Plan 2022-2028 and as shown below, the zoning objective of the Mobhi Road Complex has been amended with the front pitch and all sports fields to the northern portion of the lands designated as Z9 (Amenity/Open Space Lands/Green Network) specified as *“Sports Ground”*.

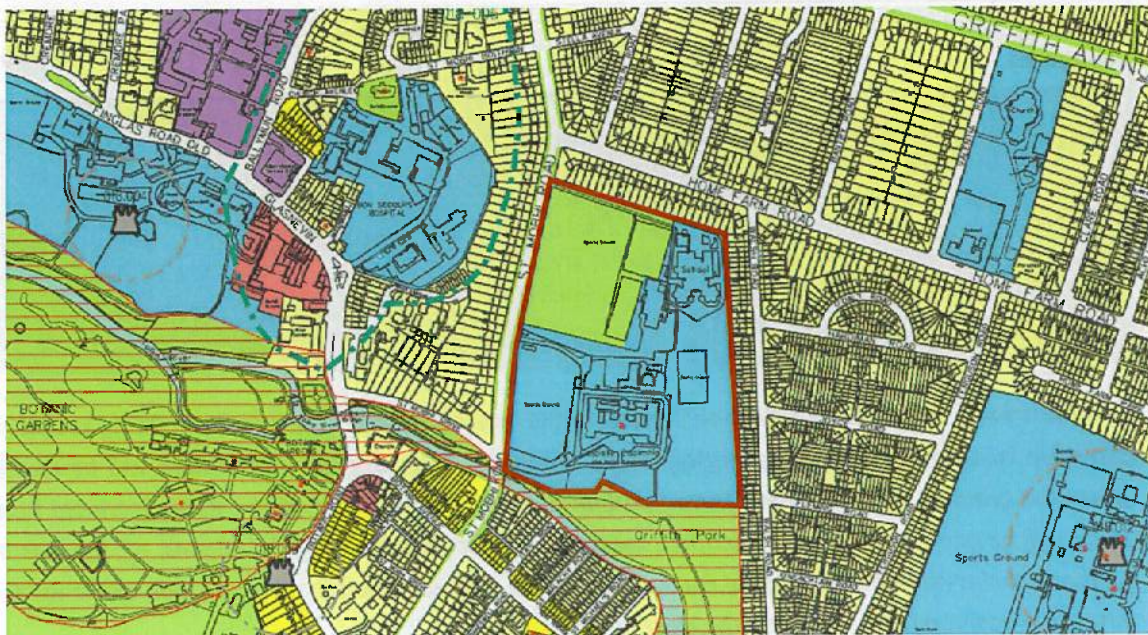


Figure 9. Mobhi Road Complex and Griffith Park within the Zoning Map of Dublin City Development Plan 2022-2028

Moreover, as stated within Chapter 4 of the EIAR, “The Griffith Park Station will be located under the grounds used by Home Farm Football Club (FC), on the east side of the R108 St. Mobhi Road.” This station will have one entrance, which will be located on the southern end of the football pitches, off the existing entrance to Coláiste Caoimhín. Therefore, these existing gates to the College will be moved to a position further east along St. Mobhi Road.

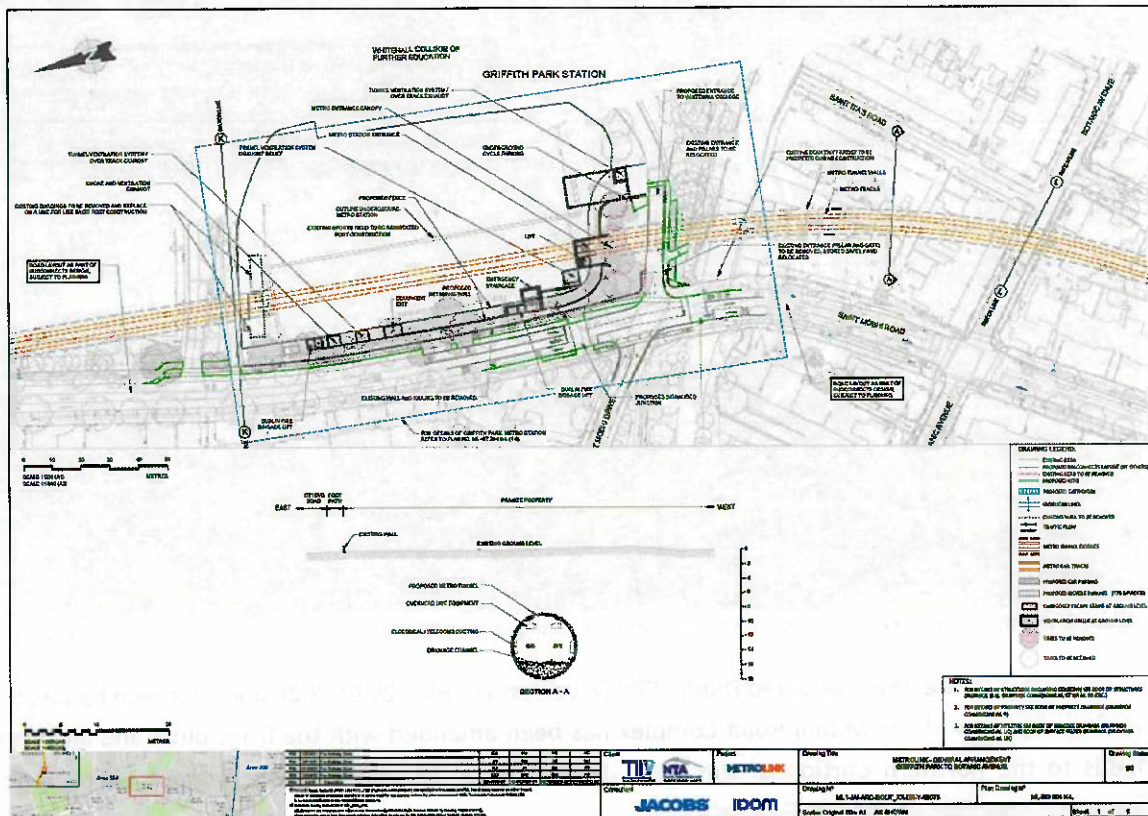


Figure 10. MetroLink Route Alignment and Extent of Griffith Park Station (Dwg. No. ML1-JAI-ARD-ROUT_XX-DR-Y-03073)

As mentioned earlier, Coláiste Caoimhín is a listed Protected Structure. However, the entrance gates are not listed. As mentioned within Chapter 4 of the EIAR, *“it consists of an imposing curved wrought-iron railings on mass concrete plinths running back from the road to meet two masonry piers that carry the wrought-iron gates.”*

During the start of construction, parts of these iron gates will have to be dismantled, with the development proposing that they will be restored on completion of the works. It is also proposed that all the existing trees along the verge of St. Mobhi Road will be retained, with the vegetation on the Coláiste Caoimhín western and southern boundaries to be removed, during construction and use of the MetroLink.

As shown on the image overleaf, it is not clear as to how the verge of mature trees along the Mobhi Road are to be retained and protected, considering they are designated as Z9 under the current City Development Plan 2022-2028, which has the Objective *“to preserve, provide and improve recreational amenity, and open space and green network”*.



Figure 11. A Computer-Generated Image of the Griffith Station at Mobhi Road

Chapter 4 of the EIAR outlines that the lands at Home Farm FC will be affected entirely by the proposed Project, with temporary and permanent land-take included within the Draft Railway Order. The EIAR states that *“during the construction phase, the pitch will be used for construction, and the changing facilities building will be demolished.”* Once construction is finished however, the football pitch and facilities will be replaced with the right to use the football pitch returned to Home Farm FC.

As stated within Chapter 4 of the EIAR, the urban design principles of Griffith Park Station are as follows:

- Provide a new access to a new Griffith Park riverside.
- Allocated cycle parking underneath the green slope.
- Relocate the stone pillar gateway to Whitehall College.

- Enhancement of pitch retained wall; and
- Protect the existing trees and recover the species affected by the construction."



Figure 12. View to Mobhi Road Complex from the Junction at St Mobhi Drive and R108 (Mobhi Road)

Griffith Park Station will be nestled into the topography and structural walls with architectural features wrapping the station, will create a plaza and entrance on the south facing side. During the operation of the MetroLink, the landscape design of the proposal will incorporate planting to the boundaries where vegetation was removed, comprising a *"biodiverse mixture of planting and smaller species."* Home Farm Football Club's football pitch also be returned as a football field.

Given the above-mentioned, a detailed assessment of adverse impacts of the station on the Mobhi Road Complex and mitigations measures is required, which we respectfully request the Board to have considerations to when carrying out Stage 3 assessments. The Mobhi Road Collective is a well-functioning assembly, with a Protected Structure, bounded along Mobhi Road by a verge of mature trees and adjacent to a Conservation Area.

In relation to the Draft Railway Order's consistency with planning policy and planning guidelines, a non-exhaustive list of planning policy and legislation at National, Regional, and Local levels, is included in Appendix 1 of this submission, the Board are invited to refer to this for further details. We would respectfully request that An Bord Pleanála ensure that TII have fully assessed the Project with regard to existing planning policy, as well as adherence to the relevant local policies and guidelines pertaining to each individual property.

DOWNEY, note that this proposed Draft Railway Order is a strategic long-term development and An Bord Pleanála may consider Draft Development Plans in assessing the Project. It is also crucial to note that on foot of a granted Order and during the detailed design stage, a revision to planning policy is expected, whereby adopted plans and legislation may have to be adhered within this stage. This may

require an amendment to the Draft Railway Order and further assessment, including public consultation.

4.5 Potential Development of the Property

Coláiste Caoimhín (currently known as Whitehall College of Further Education) is a Protected Structure in a relatively sensitive location, bounded by the Griffith Park to the south, which is a designated Conservation Area. The OPW respectfully reserves the rights to future development of all properties at Mobhi Road Complex at a time in the future, if appropriate. This is of relatively high significance when considering the increasingly growing demand in the wider area for educational facilities. For instance, in 2019, a new primary school and new post primary school were announced to be established to serve the Drumcondra-Marino D1 school planning area. The primary school, Gaelscoil Áine, was established in 2019 and is currently located in interim accommodation in Coláiste Caoimhín and within the Complex.

5.0 MATERIAL CONSIDERATIONS

The alignment drawing ML1-JAI-EIA-ROUT_XX-DR-Y-04025 and the Contour drawing ML1-JAI-EIA-ROUT_XX-DR-Y-21148 show different alignments. This error has resulted in deficient information within the SID application submitted under Section 2 of the Planning and Development Act 2000 (as amended), to assess the vulnerability of damage due to vibration cause by both tunnelling and operation of underground train on this section of the alignment. This affects several buildings under the management of the OPW, particularly with Kildare Street, Merrion Square and St Stephen's Green areas.

6.0 LEGAL CONSIDERATIONS

The Commissioners of Public Works would seek to enter into appropriate, property-specific legal agreements with TII, to ensure the protection of key State property and of the State's activities undertaken within those and other properties. Given the importance of such properties and activities, the Commissioners of Public Works consider it appropriate that An Bord Pleanála would make the Railway Order conditional on such legal agreements being in place between TII and the OPW. Creating such legal agreements between TII and the OPW would be possible only after TII make available the more detailed design and risk-mitigation measures for the construction and operational phases of the MetroLink project, and before any development begins.

Therefore, the Commissioners of Public Works would request that this aspect be reflected in the conditions set out by An Bord Pleanála to TII, as this would provide assurances to the Commissioners of Public Works relating to future legal agreements that protect and secure State property and activities from risks associated with the construction or operations of the MetroLink.

7.0 ENGINEERING CONSIDERATIONS

7.1 General Considerations

7.1.1 Alignment

As mentioned, there are four separate buildings, as well as several playing fields on the Mobhi Road Complex, which is adjacent to the Griffith Park station. These buildings with their distances from the railway tunnel and/or the Griffith Park station are as follows:

- Coláiste Caoimhín: 58m east of Griffith Park station
- Scoil Mobhi: 92m east of Griffith Park station
- Scoil Chaitríona: 158m east of the railway tunnel
- Na Fianna GAA Club: 124m east of the railway tunnel

The alignment drawings ML1-JAI-EIA-ROUT_XX-DR-Y-05018 & ML1-JAI-EIA-ROUT_XX-DR-Y-05019, and the Contour drawing ML1-JAI-EIA-ROUT_XX-DR-Y-21141 show the alignment and the predicted ground movement.

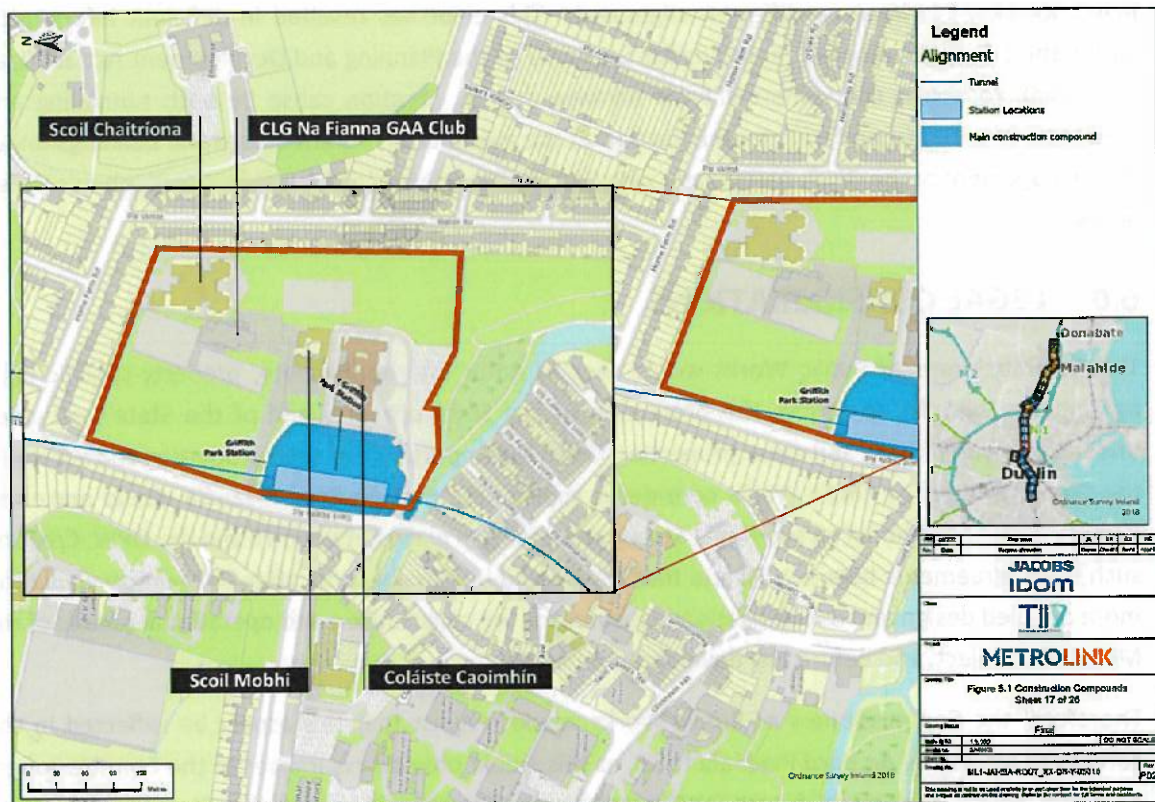


Figure 13. Plan showing horizontal alignment (extract from ML1-JAI-EIA-ROUT_XX-DR-Y-05018 & ML1-JAI-EIA-ROUT_XX-DR-Y-05019)

Many of the reports refer to chainages along the alignment, however there are no plans that indicate these chainages, and this makes reviewing the Draft Railway Order and EIAR difficult.



Figure 14. Geological Section 1 of 2



Figure 15. Geological Section 2 of 2

Adjacent to this Complex, the proposed MetroLink 8.5m ID tunnel will be excavated through a mixed face of Argillaceous Limestone rock (CLU) underlying weathered rock (QTR) underlying Brown Boulder Clay (QBR) containing fluvio-glacial sands and gravels. Cover to the tunnel crown is approximately 9m primarily consisting of weathered rock and brown boulder clay.

The Griffith Park station is also within proximity to these properties, and within the playing field of the operating GAA club on site, known as the front pitch. The station will be excavated through made ground, fluvio-glacial sands and gravels, Brown Boulder Clay (QBR), and weathered and fresh Argillaceous Limestone rock.

7.1.2 Tunnelling

The MetroLink 8.5m ID tunnel will be excavated by Tunnel Boring Machine (TBM). The ground conditions along the route are variable and therefore the machine could be either earth pressure balance (EPB) or Slurry (STB). A modern Variable Density TBM would also be suitable and is currently being used in the UK for similar ground conditions. All these machines are able to control the ground movement with appropriate tunnel management. The C2 drive between Collins Avenue and Griffith Park will have a mixed face comprising Argillaceous Limestone in the invert and Brown Boulder clay above.

7.1.3 Station Excavation

The excavation for Griffith Park station will be excavated into the Limestone rock and blasting is likely.

7.2 Programme Overview

Overall Project duration 9 years

Station construction 3 to 6 years

Tunnelling – Airport Tunnel 30 months, City Tunnel 45 months

7.3 Contractual Arrangement

TII intend to procure the detailed design and construction of the proposed Project using Design and Build contracts that will be divided up by geographical section and by type of works. Under this form of contract, the contractor(s) will ultimately be responsible for the final detailed design of the proposed Project and for preparing a more detailed Construction Environmental Management Plan (CEMP) for each specific package of works, as outlined in Section 1.3.

The contractor(s) appointed will be responsible for the organisation, direction, and execution of environmental related activities during the detailed design and construction of the proposed Project. The contractor(s) is required to undertake all activities in accordance with the relevant environmental requirements including the consent documentation and other regulatory and contractual requirements.

8.0 POTENTIAL IMPACTS ON THE PROPERTY

DOWNEY and Gall Zeidler have carried out a detailed examination of the property subject to this submission; having regard to the status and current use of the property and identified constraints, the following raises concerns regarding potential impacts of the MetroLink on the property. This has been elaborated to include potential impacts during the construction and operation phases of developing MetroLink, as well as any impediments and/or implications for future development of the property.

8.1 Monitoring

Given the sensitivity of the uses within this property, coupled with its historic importance, we request that An Bord Pleanála attach a condition to the Draft Railway Order that ensures continuous monitoring of the property to prevent any negative impacts. Access to all properties must be agreed

in advance with the OPW and its clients. It is recommended that this monitoring takes place at least 3 months in advance of the construction of the Project and at least 6 weeks post the operational stage of the MetroLink.

8.2 Security Issues

Given the nature of the State properties affected by the Project, we would respectfully refer An Bord Pleanála to Part XI of the Planning & Development Act 2000 (as amended), which states that:

“Development by State authorities. 181.—(1) (a) The Minister may, by regulations, provide that, except for this section F902[and sections 181A to 181C], the provisions of this Act shall not apply to any specified class or classes of development by or on behalf of a State authority where the development is, in the opinion of the Minister, in connection with or for the purposes of public safety or order, the administration of justice or national security or defence and, for so long as the regulations are in force, the provisions of this Act shall not apply to the specified class or classes of development.

b(iii) the making available for inspection by members of the public of any specified documents, particulars, plans or other information with respect to the proposed development;”

It is essential that security issues do not arise in the event of sensitive information being shared on the structure and operation of these properties. However, the OPW understands the importance of the detailed design stage of the Project and the wish to ensure that the detailed assessment of these properties takes place in the early stages of the design process, in conjunction with the OPW, to ensure that these sensitive State buildings are not negatively impacted upon by the proposed Project. The OPW will liaise with TII and An Bord Pleanála on this matter.

All employees contracted to work on behalf of the TII on this Project, and any associated works, must adhere to the properties protocol around access, security, and safety. This applies to all persons entering or working in proximity of the property.

The day-to-day operations of the property cannot be interrupted by disruptions to any utilities.

The design and operation of the MetroLink should be in line with best international practice, in relation to anti-terrorism and security measures.

8.3 During Construction of the MetroLink

8.3.1 Ground movement

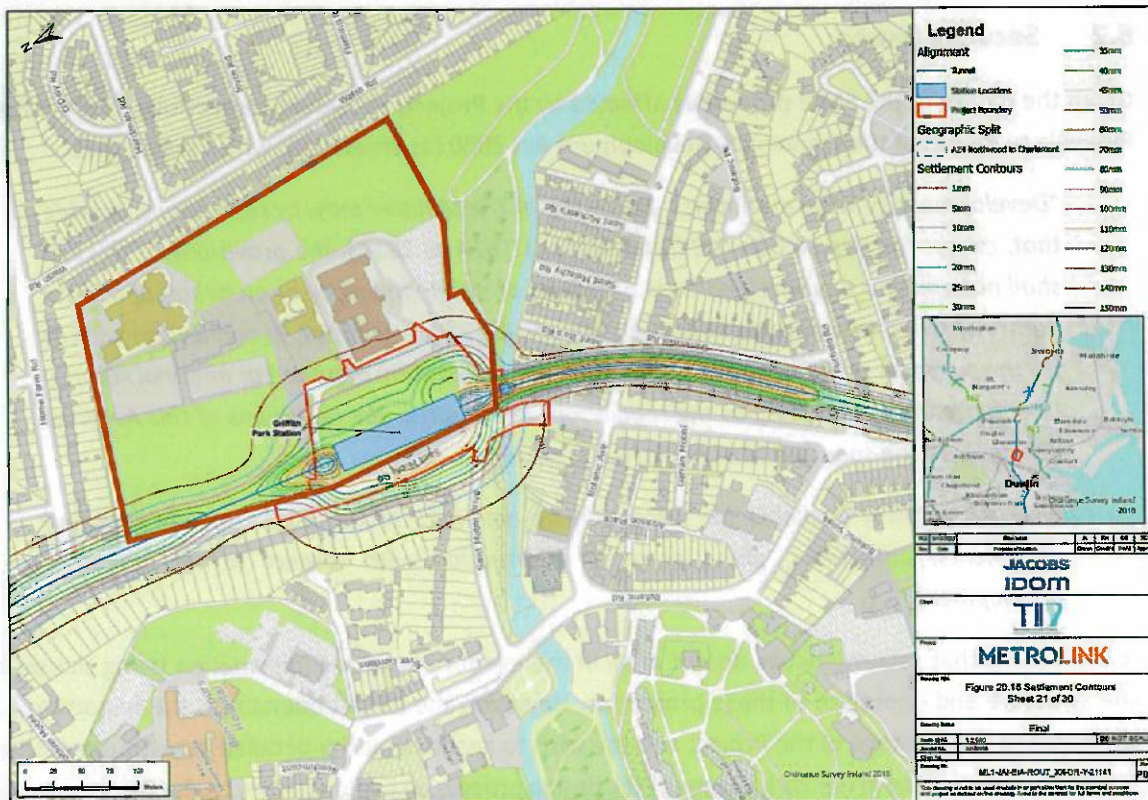


Figure 16. Settlement Contours (Extract from ML1-JAI-EIA-ROUT_XK-DR-Y-21141)

Stage 1: Defines extent of ground movement using Moderately Conservative parameters. The parameters considered by MetroLink are:

- Volume Loss, $V_s = 0.75$
- Trough Width parameter, $k = 0.4$

These are considered appropriate for defining the zone of influence.

Interference of these zones of influence with the existing buildings on the Mobhi Road Complex are summarised below:

- Coláiste Caoimhín: the extent of the zone of influence for this building is defined by the 1mm contour line (Dark Red), which is of negligible ground movement impact on the building. This is the same for portions of the back pitch, however, the rest of the buildings are beyond the zone of influence.
- Scoil Mobhi: Outside the zone of influence
- Scoil Chaitríona: Outside the zone of influence
- Na Fianna GAA Club: Outside the zone of influence

Stage 2 (Initial Assessment): The ground movement impact on the Coláiste Caoimhín is not specified in the report and the OPW requires that this building has its own assessment. No further assessment is required for Scoil Mobhi, Scoil Chaitríona, and Na Fianna GAA Club buildings.

Stage 3 (Detailed Assessment): A Stage 3 assessment should be considered for Coláiste Caoimhín.

Stage 4 (Construction Stage): Mitigation is unlikely to be required for Coláiste Caoimhín. The OPW expects that pre-construction defect surveys and monitoring are carried out for these buildings.

Stage 5 (Close Out): Once the excavation (tunnelling and station excavation) has been completed, then the Contractor will want to decommission his monitoring. The OPW will expect to be provided with close out reports for the monitoring of their property. As a minimum the close out report should include details of any mitigation carried out, a list of any repairs and time history graphs showing the movements monitored.

8.3.2 Utilities

There is no indication that any utility diversions will be required in the vicinity of these buildings. However, significant utility diversions will be required on Saint Mobhi Road to facilitate construction of the Griffith Park station.

8.3.3 Noise and Vibration

(a) Tunnelling

During the passage of the Tunnel Boring Machine (TBM) the noise is predicted to be $43 \text{ dBL}_{A_{\text{max},s}}$ does not exceed the acceptable threshold ($45 \text{ dBL}_{A_{\text{max},s}}$) and this may last for 2 weeks. The vibration from the passage of the TBM is predicted to be $0.0.183 \text{ VDV}_{\text{db},\text{ms}^{-1.75}}$ less than the threshold ($1.6 \text{ VDV}_{\text{db},\text{ms}^{-1.75}}$).

EIAR Table 6.2- GNV1 states that there is no effective mitigation available and therefore the impact will be managed by detailed consultation with the building owners.

The OPW requests that a specific study is carried out for the buildings in the Mobhi Road Complex to determine whether ground borne noise and vibration will have any impact. Where any impact is identified then threshold limits will need be applied and monitored. Where the building is considered vulnerable to vibration induced damage EIAR Table 6.2- ANV16. Sets out requirement for pre- and post-construction surveys of these structures.

(b) Station Excavation

GNV2 states that Monitoring of blasting and re-optimising the blast design (minimising the explosive charge considering the results) will be carried out as standard. A5.20 Blasting Strategy provides information on the classification of buildings and potential damage due to blasting for the station excavations. There are also calculations for estimated magnitude of the peak particle velocity (ppv) for various explosive charges. The assumption is that the lowest charge would be implemented to avoid damage.

The buildings in the Mobhi Road Complex are close to the Griffith Park station excavation and therefore the peak particle velocity is predicted to be 2.2mm/s. The OPW requests a specific assessment of the impact on the buildings in the Mobhi Road Complex.

8.3.4 Work Sites

(a) Dust

Appendix A16.4 of the EIAR requires a Dust Management Plan to be produced and implemented. The tunnelling will not generate dust in the vicinity of the Mobhi Road Complex. The station construction site is close to the Mobhi Road Complex and therefore dust from these constructions sites is likely to affect these buildings.

(b) Ground Water Control

There is the potential for ground water lowering for the construction of Griffith Park station to impact Coláiste Caoimhín. The OPW will require that TII provides an assessment and limits that will be applied to dewatering for the Construction of Griffith Park station.

(c) Working Hours

Tunnelling: Working Hours will be 24 hours a day, 7 days a week for the tunnelling works using a 3 x 8 hr shift pattern, with a total of 4 crews.

Station Excavation: Working Hours will be:

- Monday to Friday: 07:00 to 19:00
- Saturday: 07:00 to 13:00

The Mobhi Road Complex is located adjacent to the Griffith Park station. The construction of this station will generate additional lorry movements, for both deliveries and spoil removal, that TII and their contractors will need to manage to minimise impact in the vicinity.

(d) Intervention Strategy

There will be interventions that are planned to avoid sensitive receptors. Approval process will be implemented. Unplanned interventions will be unavoidable.

8.4 During Operation of the MetroLink

8.4.1 Noise and Vibration

TII proposes to mitigate the noise and vibration resulting from the railway operations by installing resilient track slab to meet threshold of 35 dB_{L_{max}} and VDV = 0.4 m/s^{1.75} respectively.

The vibration during railway operations will not impact the building fabric or structure.

8.4.2 Future Development

There are likely to be restrictions on future development at Mobhi Road Complex.

8.5 Future Development

The OPW reserves the right to develop the subject property in the future, including property above and below ground, subject to normal planning criteria.

It is important that the development of the MetroLink does not interfere with extant planning permissions pertaining to the subject property and the right of the applicant to develop these, in advance, in tandem or post operation of the MetroLink Project.

9.0 CONCLUSION

This submission has been prepared by DOWNEY, Chartered Town Planners, 29 Merrion Square, D02 RW64, in conjunction with Gall Zeidler, International Consulting Engineers specialising in tunnel and underground schemes, on behalf of the Commissioners of Public Works in Ireland, OPW Headquarters, Jonathan Swift St, Trim, Co Meath and on foot of extensive consultation(s) with the OPW's clients, which relates to the MetroLink route and its relationship with the Mobhi Road Complex at Saint Mobhi Road, Dublin 9.

With reference to the Draft Railway Order 2022 (MetroLink - Estuary to Charlemont via Dublin Airport), the OPW welcomes this strategic project and recognises the significance of its delivery to provide for a sustainable, safe, efficient, integrated, and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.

With regards to the Gall Zeidler assessment, the most significant impact of the MetroLink project on Mobhi Road Complex will be from the construction of Griffith Park Station including associated utility and traffic diversions, dust, and noise. The OPW seeks assurances from TII that disruption from construction will be kept to a minimum and for the shortest time possible. The playing fields in front of Coláiste Caoimhín will be included in the worksite for Griffith Park station, and they will only be partially restored once the station is completed. The impact on Mobhi Road Complex once the railway is in operation is likely to be low. There will be considerable benefit to the property resulting from the close proximity of the new railway station.

With respect to this property, the OPW is seeking:

- 1) To ensure no disruption to the safe public access of the buildings and their day-to-day uses and functions, in particular with regards to the young age cohorts accessing the building on a daily basis.
- 2) To ensure assessing the adverse traffic impacts on vehicular access to these properties during construction phase of the Project due to traffic diversions.
- 3) To ensure no adverse impact of the additional lorry movements on the Complex and its functions, for both deliveries and spoil removal, during construction of the Griffith Park station, as a portion of the lands on the Complex will provide for the station.
- 4) To ensure no damage to the Coláiste Caoimhín (listed Protected Structure) and other buildings on the Mobhi Road Complex, pre-construction and post-construction surveys, trials and

monitoring is required. This is mainly regarding the ground borne noise and vibration pre- and post-construction to apply and monitor threshold limits where required.

- 5) To ensure assessing and applying limits to dewatering for the construction of the Griffith Park station to avoid adverse impacts on the properties at Mobhi Road Complex.
- 6) To ensure detailed assessment of blasting at the Griffith Park station and its potential adverse impacts on the Mobhi Road Complex and its functions.
- 7) To ensure liaising with the relevant stakeholders, including the OPW and the Department of Education, etc to prevent any interference with future development on the site and with respect to the increasingly growing demand for educational facilities in the area.
- 8) To ensure detailed assessments, including adverse impacts on the verge of mature trees along Mobhi Road and outline mitigation measure regarding construction of the station on site.
- 9) Precedents to be included within the risk assessments so to ensure utilising best practice guidance within implementation of the Project.

In light of the above, DOWNEY respectfully request that An Bord Pleanála take into consideration the issues raised by the OPW when assessing the Draft Railway Order 2022 (Metrolink - Estuary to Charlemont via Dublin Airport).

APPENDIX 1: LIST OF PLANNING LEGISLATION & POLICY DOCUMENTS

This appendix provides a non-exhaustive list of planning policy, legislation, and guidelines. We would respectfully request that An Bord Pleanála ensure that TII have fully assessed the Project with regard to existing planning policy, as well as adherence to the relevant local policies and guidelines pertaining to each individual property.

DOWNEY, note that this proposed Draft Railway Order is a strategic long-term development and An Bord Pleanála may consider Draft Development Plans in assessing the Project. It is also crucial to note that on foot of a granted Order and during the detailed design stage, a revision to planning policy is expected, whereby adopted plans and legislation may have to be adhered within this stage. This may require an amendment to the Railway Order and further assessment, including public consultation.

Legislative Context

- **Planning and Development Act 2000 (as amended)**

The proposed Project comes within the definition of Strategic Infrastructure Development (SID) under Section 2 of the Planning and Development Act 2000 (as amended). 'Strategic Infrastructure Development' means *"any proposed railway works referred to in section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development (Strategic Infrastructure) Act 2006."*

- **Planning and Development Regulations 2001 (S.I. No. 600 of 2001)**

The principal regulations underpinning the Planning and Development Acts are the Planning and Development Regulations 2001 (S.I. No. 600 of 2001). A number of Regulations amending the 2001 Regulations have been made, which, taken together, are collectively cited as the Planning and Development Regulations 2001 to 2022.

An unofficial consolidation of the Planning and Development Regulations 2001-2022 has been prepared for ease of reference by users and has no legal status. This can be accessed here: [Planning and Development Regulations 2001-2022](#).

- **Directive 2014/52/EU**

Directive 2011/92/EU, passed on 13th December 2011, pertains to the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU (hereafter referred to as the 'EIA Directive'), passed on 16th April 2014, which sets the requirements for EIA in European law. It requires EIA to be carried out for certain public and private projects listed in Annexes I and II of the EIA Directive.

The requirements of Directive 2014/52/EU were transposed into Irish law with the adoption of the S.I. No. 743/2021 - European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (hereafter referred to as the EIA Regulations), which amend the Transport (Railway Infrastructure) Act 2001 to bring it in line with Directive 2014/52/EU.

- **Transport (Railway Infrastructure) Act 2001 (as amended)**

The 2001 Act provides for a Railway Order application to be made by the Applicant to An Bord Pleanála.

“37(1) An application may be made to An Bord Pleanála (‘the Board’) for a railway order by the Dublin Transport Authority (‘DTA’), the Agency, CIÉ or another person. Where any part of the proposed railway works in the application is within the functional area of the DTA the applicant (not being the DTA) must have obtained the prior written consent of the DTA for the application

(2) An application under subsection (1) shall specify whether the application is in respect of a light railway, metro or otherwise.

(3) An application under subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by—

(a) a draft of the proposed order,

(b) a plan of the proposed railway works, MetroLink Planning Report

(c) in the case of an application by the Agency or a person with the consent of the Agency, a plan of any proposed commercial development of land adjacent to the proposed railway works,

(d) a book of reference to a plan required under this subsection (indicating the identity of the owners and of the occupiers of the lands described in the plan), and

(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an ‘environmental impact assessment report’) of the proposed railway works, and a draft plan and book of reference shall be in such form as the Minister may specify or in a form to the like effect.”

Section 37 (4) of the 2001 Act sets out that *“The construction of railway works, the subject of an application for a railway order under this Part, shall not be undertaken unless the Board has granted an order under Section 43”*.

A number of other relevant documents have also been prepared as part of the Railway Order application, including the following, provided as stand-alone documents.

- Wider Effects Report; and
- Natura Impact Statement
- National Cultural Institutions Act 1997
- **The National Cultural Institutions Act**

The National Cultural Institutions Act sets the framework for which National Cultural Institutions must operate. The act provides for the establishment of Boards for the national institutions.

- **National Cultural Institutions (National Concert Hall) (Amendment) Bill 2022**

A Bill entitled an Act to provide for the transfer of certain functions, staff, property, rights and liabilities of RTÉ to the National Concert Hall; to provide for the validity and effect of acts by RTÉ and the National Concert Hall in relation to that transfer; to extend the functions of the National Concert Hall and to make certain changes to its board and, for those purposes to amend the National Cultural Institutions (National Concert Hall) Act 2015; to increase the aggregate amount of liability in respect of undertakings given for cultural objects on loan from a person resident outside the State and, for that purpose to amend the National Cultural Institutions Act 1997; to make certain changes to the objects of RTÉ and, for that purpose to amend the Broadcasting Act 2009; and to provide for related matters.

National Planning Policy Context

The key provisions of the national planning policy, including the Planning Guidelines, as it relates to the proposed project are set out. A summary list of the relevant national planning policies and planning guidelines consist of the following:

- All-Ireland Pollinator Plan 2021-2025
- Architectural Heritage Protection Guidelines for Planning Authorities
- Climate Action Plan 2023
- Guidelines for Landscape and Visual Impact Assessment
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)
- Heritage at the Heart: Heritage Council Strategy 2018-2022
- Housing for All – A New Housing Plan for Ireland
- Investing in Our Transport Future – Strategic Investment Framework for Land Transport 2015
- National Adaptation Framework 2018 accompanied with Sectoral Adaptation Plan for Transport Infrastructure 2019
- National Biodiversity Action Plan 2017-2021
- National Development Plan 2021-2030
- National Investment Framework for Transport in Ireland 2021
- National Landscape Strategy for Ireland 2015-2025
- National Planning Framework (Project Ireland 2040)
- National Sustainable Mobility Policy
- Places for People – National Policy on Architecture
- Road Safety Strategy 2021-2030
- Smarter Travel – A Sustainable Transport Future; A new Transport Policy for Ireland 2009-2020
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities December 2022
- The National Cycle Policy Framework 2009-2020
- The Sustainable Development Goals National Implementation Plan 2018-2020
- The White Paper, Ireland's Transition to a Low Carbon Energy Future 2015-2030

- Town Centre First
- Traffic and Transport Assessment Guideline
- Transport Access for All 2012
- Urban Development and Building Height Guidelines 2020

Regional Planning Policy Context

The key provisions of the regional planning policy as it relates to the proposed project are now set out in the following sections. A summary list of the relevant regional planning policies consists of the following:

- Draft Greater Dublin Area Cycle Network Plan 2021
- Draft Greater Dublin Area Transport Strategy 2022-2042
- Dublin Agglomeration Environmental Noise Action Plan 2018-2023
- Dublin Metropolitan Area Strategic Plan (MASP)
- Greater Dublin Area Cycle Network Plan
- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031
- Transport Strategy for the Greater Dublin Area 2016-2035

Local Planning Policy Context

The key provisions of the local planning policy as it relates to the proposed project are now set out. A summary list of the relevant local planning policies consists of the following:

- Ballymun Local Area Plan 2017
- Barryspark & Crowcastle Masterplan 2019
- Dardistown LAP 2013
- Docklands Public Realm Plan
- DRAFT Fingal County Development Plan 2023-2029
- DRAFT Lissenhall East Local Area Plan
- DRAFT Scheme of Special Planning Control: O'Connell Street and Environs 2022
- DRAFT Sustainable Swords Strategy
- Dublin Airport Local Area Plan
- Dublin City and County Archaeology GIS Dataset
- Dublin City Biodiversity Action Plan 2021-2025
- Dublin City Centre – Developing the Retail Core
- Dublin City Council Climate Action Plan 2019-2024
- Dublin City Development Plan 2016-2022
- Dublin City Development Plan 2022-2028
- Dublin City Industrial Heritage Record
- Dublin City Park Strategy 2019-2022
- Dublin City Strategic Heritage Plan 2022-2028
- Estuary Central Masterplan
- Fingal County Development Plan 2017-2023

- Fostertown Masterplan 2019
- George's Quay Local Area Plan 2012 (Extended to July 2022)
- Grafton Street Quarter Public Realm Plan
- Local Environmental Improvement Plans
- Merrion Square Conservation Plan
- Moore Street and Environs Local Area Plan
- Moore Street Battlefield Site Plan
- National Concert Hall Statement of Strategy 2022-2026
- National Gallery of Ireland – Strategic Plan 2019-2023
- National Library Ireland 2022 – 2026 Strategy
- National Museum 2019 – 2022 Strategic Plan: Building Capacity, Driving Change
- Oireachtas Strategic Plan 2022-2024
- Scheme of Special Planning Control: O'Connell Street & Environs 2016
- Seatown North Masterplan
- Seatown South Masterplan
- South Fingal Transport Study 2019
- St. Stephen's Green Park Conservation Management Plan 2015-2020
- Strategic Development Regeneration Area 2: Ballymun
- Strategic Development Regeneration Area 18: National Concert Hall Quarter
- The Future of the South Georgian Core
- The Heart of Dublin – City Centre Public Realm Masterplan
- Your City Your Space – Dublin City Public Realm Strategy
- Your Swords – An Emerging City Strategic Vision 2035

APPENDIX 2: GROUND MOVEMENT ASSESSMENT

The following sets out the requirements for assessing the impact of ground movement resulting from underground construction, such as tunnelling, embedded wall installation, and excavation for station boxes, together with requirements for monitoring and the close out.

The Designer shall investigate the potential for ground movement associated with the design and possible construction:

- a) To assess risk of building damage by identifying those zones where the implementation of the design is likely to cause ground movements, which will result in risk of Damage Category 2 'Slight' being exceeded (see Table 1) or where damage exceeds the agreed tolerable limits. To assess the risks of such degrees of damage occurring and either investigate alternative designs or advise interfacing Designers that alternatives need to be considered and modify the design as necessary. To undertake an assessment of the potential consequences where there is a significant likelihood that Risk of Damage Category 2 'Slight' will be exceeded or where damage exceeds the agreed tolerable limits and identify specifically what the risks are. Design protective measures where necessary to mitigate against the risk of damage exceeding Risk of Damage Category 2 or where damage exceeds the agreed tolerable limits.
- b) To demonstrate that the environmental effects of excavation induced ground movements have been considered and taken account of in the design.
- c) To assess the risk of damage to utilities and to design mitigation measures in agreement with the utility owner.
- d) To assess the effects of excavation to existing above ground and underground infrastructure and to design suitable mitigation measures.
- e) To indicate where property may require demolition or structural modification.
- f) To enable the preparation of contingency plans to deal with residual risks.

Stage 1 – Scoping

Schedules and plans shall be prepared to identify all assets assessed to experience ground movement exceeding 1mm using conservative parameters.

Stage 2 – Initial Assessment

The designer shall carry out initial assessment calculations using simple empirically calibrated methods and moderately conservative parameters to classify the risk of damage to assets. For masonry building structures the risk should be classified in accordance with Table 1. For non-masonry buildings and infrastructure, the level of risk should be determined by ensuring that deformations do not exceed tolerable values determined in consultation with the asset owner.

A schedule and plans of predicted damage shall be prepared, along with outline trigger levels.

The assessment calculations shall be based on record drawings, where available and an inspection for assessment. Assets estimated to be a risk of damage greater than Category 2 'Slight' or where damage exceeds the agreed tolerable limits require further detailed assessment at Stage 3.

Table 1. Building Damage Classification

Damage Category	Description of degree of damage*	Description of typical and likely forms of repair for typical masonry buildings	Approx. crack width** (mm)	Max. tensile strain %
0	Negligible	Hairline cracks		<0.05
1	Very slight	Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection	0.1 to 1.0	0.05 to 0.075
2	Slight	Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible; some repainting may be required for weathertightness. Doors and windows may stick slightly	1 to 5	0.075 to 0.15
3	Moderate	Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Tuck pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired	5 to 15 or a number of cracks greater than 3	0.15 to 0.3
4	Severe	Extensive repair involving removal and replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted	15 to 25 but also depends on number of cracks	> 0.3
5	Very severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and required shoring. Windows broken by distortion. Danger of instability	Usually > 25 but depends on No. of cracks	

* In assessing the degree of damage, account must be taken of its location in the building or structure.

** Crack width is only one aspect of damage and should not be used on its own as a direct measure of it. Burland, J.P. and Wroth, C.P., *Settlement of Buildings and Associated Damage, Proceedings of a Conference on the Settlement of Structures*, Cambridge, 1974, pp 611-54 and 764-810.

The heritage value of a Listed or Protected Building should be considered during the initial assessment by reviewing the sensitivity of the building structure and of any particular features together with the initial assessment calculations. The heritage assessment examines the following:

- The sensitivity of the building/structure to ground movements and its ability to tolerate movement without significant distress. The potential for interaction with adjacent buildings/structures is also considered. A score within the range of 0-2 should be allocated to the building/structure in accordance with the criteria set out in Table 2.
- The sensitivity to movement of particular features within the building/structure and how they might respond to ground movements. A score within the range of 0-2 should be allocated to the building in accordance with the criteria set out in Table 2.

The scores for each of the two categories (a) and (b) should be combined and added to the category determined in Stage 2 to inform the decision-making process. In general, Listed Buildings which score a total of 3 or higher should be subject to further assessment as part of the Stage 3 – Detailed Assessment. Buildings that score a total of 2 or less are predicted to suffer a degree of damage which may be easily repairable using standard conservation-based techniques and hence no protective measures for the building's particular features should be required. However, ultimately the professional judgement of engineering and historic building specialists should be used to determine whether additional analysis is required.

Table 2. Scoring for Sensitivity Assessment of Listed Buildings

Criteria		
Score	a) Sensitivity of the structure to ground movements and interaction with adjacent buildings	b) Sensitivity to movement of particular features within the building
0	Masonry building with lime mortar not surrounded by other buildings. Uniform façades with no particular large openings.	No particular sensitive features
1	Buildings of delicate structural form or buildings sandwiched between modern framed buildings which are much stiffer, perhaps with one or more significant openings.	Brittle finishes, e.g., tight-jointed masonry, which are susceptible to small movements and difficult to repair.
2	Buildings which, by their structural form, will tend to concentrate all their movements in one location.	Finishes which if damaged will have a significant effect on the heritage of the building, e.g., cracks through frescos.

Stage 3 – Detailed Assessment, Mitigation Design and Monitoring Plans

The Designer shall carry out detailed assessments of structures that will be affected by the works so that any monitoring works and mitigation works can be designed and implemented.

For structures at risk of exceeding Damage Risk Category 2 'Slight' or where damage exceeds the agreed tolerable limits, the designer shall undertake a detailed assessment (more rigorous) to determine:

- The influence of the structure and its foundations on the predicted ground movements (soil/structure interaction).
- The volume loss at which the risk of damage to the structure (or any sensitive finishes/features) is 'slight' or better.
- Whether this volume loss may be achieved by the proposed excavation design/control measures.
- Any special control measures required to reduce the predicted damage to acceptable levels (i.e., Risk Category 2 'slight' damage category and below or below the agreed tolerable limits) such as significantly higher face pressures with EPBM tunnelling and the practicality of these.

- e) The amount of ground movement that the structure (and or any sensitive finishes/features) can accommodate without exceeding Damage Risk Category 2 or where damage exceeds the agreed tolerable limits.
- f) The level of residual risk if intrusive mitigation measures are not implemented.

The detailed assessments should include a number of iterations to determine how the risk of damage to a building may be reduced. Asset-specific empirical models shall be prepared successively using moderately conservative and best estimate parameters. If after these iterations the use of empirical methods do not reduce the risk of building damage to acceptable levels (i.e., Damage Category 2 'slight' damage category and below or below the agreed tolerable limits), the damage assessment shall be refined by increasing the sophistication of the analysis with the aim of reducing the risk of asset damage to acceptable levels and to eliminate the asset from further assessment.

If the risk of damage cannot be shown to be reduced by detailed assessment to acceptable levels, then mitigation measures shall be designed. The primary means of settlement mitigation shall be practical measures to control ground movement by good design and construction practice. This could include staged excavation sequences within sprayed concrete lining (SCL) works, ground treatment, face stabilisation, spiling/face dowels, increasing face pressure when using a tunnel boring machine (TBM), adopting stiffer walls/propping for rectangular shafts etc.

In the event that physical mitigation measures are still required (i.e., to control building damage to Damage Category 2 'slight' and below or below the agreed tolerable limits), the Designer shall seek to obtain the Asset Owner's approval.

The Designer shall also undertake a comparative risk assessment to demonstrate that the risks associated with installation/implementation of any intrusive mitigation measures (such as compensation grouting) are no worse than the risks associated with the base case.

The relevant Local Authority and the OPW shall be consulted on the results of the Protected Building assessment reports and the proposals for protective measures, if any are required. The OPW shall also be consulted in relation to Listed or Protected Buildings where they would normally be notified or consulted on planning applications or listed building consent applications.

When considering the need and type of protective measures for Listed or Protected Buildings, due regard should be given to the sensitivity of the particular features of the building which are of architectural or historic interest and the sensitivity of the structure of the building to ground movement. Where the assessment highlights potential damage to the features of the building which it will be difficult or impossible to repair and/or if that damage will have a significant effect on its heritage value, the assessment may recommend appropriate measures to safeguard those features either in-situ or by temporary removal and storage off-site if those with relevant interest(s) in the building consent.

The form of monitoring of Listed Buildings should be determined based on the results of the assessment process.

Where repair works are necessary, they will require the consent of those with relevant interest(s) in the building.

For railway track and track support structures the designer shall:

- a) Review the track surveys (including specifying additional surveys if required) and establish that ground movement can be accommodated without exceeding track standard operational tolerance in conjunction with the relevant Infrastructure Manager.
- b) Identify locations where fettling of the track is required pre-construction and/or during construction to ensure the track geometry and clearances are acceptable.

The designer shall prepare plans and sections showing the zone of influence of the works that is defined by ground movements exceeding 1mm.

The designer shall develop an instrumentation and monitoring plan to validate that ground movements within the zone of influence are in accordance with design assumptions and that the infrastructure remains within acceptable limits. The designer shall ensure that there is a clear distinction between parameters measured to confirm the change in any parameter is in accordance with the design and parameters measured to limit damage to the assets. This plan shall identify the minimum period of time required to obtain base line data for each monitoring point.

Note: A competent engineer responsible for the works shall consider those factors which may influence the monitoring data and shall determine an appropriate period and frequency for baseline monitoring. This decision-making process will include an element of engineering judgement to account for the possible effects of any underlying environmental trends (seasonal, diurnal, tidal) in the assets under consideration.

Note: The designer shall demonstrate that the monitoring system complies with the British Tunnelling Society Monitoring Underground Construction best practice guide.

Note: A review of the monitoring system against the checklists provided in Appendix B of the BTS Monitoring Underground Construction best practice guide may be used as a tool to demonstrate compliance.

The detailed assessments shall define the control limits that need to be imposed on the TBM/SCL excavation in the zone of influence. The designer shall state these control measures on drawings and specifications.

The designer shall identify the critical parameters to be monitored and define the Asset Control Limits based on:

- a) The ability of the asset or structure to withstand ground movement investigated.
- a) During the assessments carried out in Stage 2 and 3.
- b) The risk to third party operations.

The designer shall link the Asset Control Limits to actions within an Emergency Preparedness Plan.

The Instrumentation and Monitoring Plan and Emergency preparedness Plan shall be agreed with the relevant Asset Owner.

Stage 4 – Construction

Contingency plans shall be developed and agreed with the OPW to cover the risks posed to the OPW before commencement of the construction activity.

Contingency plans shall be implemented where the results of monitoring or inspection so indicate.

Ground movement and construction progress records shall be maintained and reported in regular reviews when construction processes are taking place within the zone of influence.

Predictions and assumptions made during design in respect of both ground movement and the effects which such ground movement will have on adjacent assets shall be verified by measurement during construction.

Stage 5 – Completion and Close-out

After ground movement has stopped, as confirmed by instrumentation and monitoring, the designer shall prepare a “Completion Report”. This shall include the following:

- a) Details of any modifications/mitigation measures to the existing structure.
- b) Graphs that show the ground movement and construction progress over time.
- c) With at least 3 months duration of readings which show no change.
- d) A schedule showing actual movement compared to predicted movement.
- e) A schedule of defects recording only the exceptions (changes) identified during the post construction defects survey.
- f) Details of any remedial works undertaken.
- g) As-built records (including any temporary works remaining in situ on completion of the works).

Schedule of Defects

A schedule of defects shall be recorded prior to the start of construction for all buildings, structures, utilities and facilities and Outside Party assets predicted to experience ground movement exceeding 1mm.