

Appendix C

Complete set of RFIs submitted to TII

Doc. No. P0027301-1-H3 Rev. 0 - September 2022



TII - Transport Infrastructure Ireland

Parkgate Business Centre,
Parkgate Street,
Dublin 8

Attn.: John O'Connor
(john.o'connor@tii.ie)
Michelle Lindsay
(michelle.lindsay@tii.ie)

Genoa, 17th January 2022

Subject: Request for Information #1

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, in order to provide the appropriate response to the collated Stakeholder questions, it would be useful to receive the following documents:

✓ **General**

- ML1-JAI-FAE-ROUT_XX-ST-Y-00001 | Safety Strategy

✓ **Geotechnical**

- ML1-JAI-GEO-ROUT_XX-DR-Y-00123 | Barrier effect mitigation measures
- ML1-JAI-GEO-ROUT_XX-DR-Y-00013 | Geological Long Section - Phase 1
- ML1-JAI-GEO-ROUT_XX-DR-Y-00037 | Geological Long Section - Phase 2
- ML1-JAI-GEO-ROUT_XX-DR-Y-00014 | Hydrogeological Plan
- ML1-JAI-GEO-ROUT_XX-DR-Y-00015 | Hydrogeological Long Section
- ML1-JAI-GEO-ROUT_XX-SU-Y-00006 | Factual Report AGI-3- Concept Design-2018

✓ **Tunnel**

- ML1-JAI-STU-ROUT_XX-DR-Y-00003 | Greenfield Settlements MAP – Lay out
- ML1-JAI-STU-ROUT_XX-DR-Y-00004 | Typical cross sections of the TBM tunnel
- ML1-JAI-STU-ROUT_XX-DR-Y-00006 | TBM - Tunnel. Ring General Layout - Distribution of the different segments on the TBM ring
- ML1-JAI-STU-ROUT-XX-DR-Y-00016 - TBM Tunnel. Ring Details - Details of screws and other auxiliary elements for segments connection
- ML1-JAI-STU-ROUT-XX-DR-Y-00018 | TBM Tunnel.Monitoring. Special Buildings - Typical instrumentation for buildings during tunnel construction
- ML1-JAI-STU-ROUT-XX-DR-Y-00025 | General Arrangement. Plan Layout - Drawing including the tunnel alignment in plan view superposed with the ground orthoimage

✓ **Shaft**

- ML1-JAI-STU-ROUT_XX-M2-Y-000042 | Albert College Park Intervention Shaft. - Construction sequence - Construction method statement of the shaft



Doc. No. P0027301-1-A36
Genoa, 17th January 2022

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel



TII - Transport Infrastructure Ireland

Parkgate Business Centre,
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Attn.: John O'Connor
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Michelle Lindsay
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Genoa, 17th January 2022

Subject: Request for Information #2

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we understand that Arup developed working notes or reports relating to the siting of Collins Avenue Station during the overall EPR development process. As the siting of this station is a significant Stakeholder Question we request sight of all such working notes and reports.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel

TII - Transport Infrastructure Ireland

Parkgate Business Centre,
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Attn.: John O'Connor
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Michelle Lindsay
(michelle.lindsay@tii.ie)

Genoa, 7th February 2022

Subject: Request for Information #3

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, in order to provide the appropriate response to the collated Stakeholder questions, it would be useful to receive the following documents.

Several stakeholders have asked about the reason for the switch from twin to single bore tunnel, and while the Jacobs Summary report gives an overview we do have a number of queries relating to the appraisal of this option and would like to explore this further to clarify these issues. The following reports are mentioned by Jacobs but yet are not to be found in their index of documentation (which seems to mainly relate to the PD stage rather than the PR decision making):

- ✓ Jacobs-Idom Value Engineering (Doc. Ref. ML1-JAI-ARC-ROUT_XX-RP-Y-00001);
- ✓ Proposed ventilation strategy (Doc. Ref. ML1-JAI-FAE-ROUT_XX-RP-Y-00001);
- ✓ Assessment Design Fire for Rolling Stock (Doc. Ref. ML1-JAI-FAE-ROUT_XX-RP-Y-00002);
- ✓ Firefighting Track Design Principles (Doc. Ref. ML1-JAI-FAE-ROUT_XX-RP-Y-00003).

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Attn.: John O'Connor
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Michelle Lindsay
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Genoa, 7th February 2022

Subject: Request for Information #4

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, in order to provide the appropriate response to the collated Stakeholder questions, please provide all appraisal reports, working notes and technical and costing data which support the decision-making process summarized at Appendix E Alignment Along the R132, of the Jacobs Idom Preferred Route Design Development Report ML1-JAI-CPS-ROUT_XX-RP-Y-00001 | P02 2019/04/05.

Several stakeholders have asked the question as to why the alignment isn't in C&C in the middle of the R132, and again while Appendix E gives an overview of the decision making process it seems not to include any decision making matrix or MCA, which we assume was carried out in related working papers and detailed reports, again which we cannot find mentioned in the Document Index from JI. Since the arguments advanced at Appendix E seem somewhat less than entirely compelling, especially as the R132 is due for a substantial reconstruction, their question seems directly relevant in our view and sight of the relevant working materials would be gratefully received.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel



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Michelle Lindsay
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Genoa, 7th February 2022

Subject: Request for Information #5

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, in order to provide the appropriate response to the related Stakeholder questions, please provide all reports, working notes, appraisal data and consultation results concerning the development of the 'Linear Park' concept along the R132. In addition please demonstrate how the Linear Park concept is in compliance with Fingal County Council's current Development Plan (Part FCC DP 17-23 Parks and Open Spaces).

As you are aware the 'Linear Park' or advanced landscaping concepts along the R132 are extremely controversial. Stakeholders have requested a detailed understanding of the origin of this concept, which they are so unhappy with. We suppose that there must have been a series of working papers, planning notes and interactions with FCC, NTA and within TII itself, as well as options reports from your urban design consultants that relate this idea to the 'do minimum' approach which is the preference of the residents. We imagine that you will wish to present this evidence to the RO process in due course.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 8th February 2022

Subject: Request for Information #6

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, in order to provide the appropriate response to the collated Stakeholder questions, ACRA - seeking to reduce overall impact on ACP, the Church and the schools interested if TII have or would consider the proposed location (drawings attached).

The residents have made the following points which seem to be appropriate for a response given the controversial nature of the intervention shaft in ACP, and the positioning of Collins Avenue Station.

In their concept they have stated:

Having examined the drawings we have created the ideal outcome for OLV School, The Church and Residents of Ballymun Road opposite the church and the Albert College Estate residents.

Locating the Station box 12+640 to 12+760 would do away with the intervention shaft in the park and meet the required 1km distance north of the Griffith Park Station Box. The shaft ideally would be located at 11+950 site beside the Ballymun Library, north of the busy Collins Ave, Glasnevin Ave and Ballymun Road junction.

*This we feel would take less permanent land from the park.
Remove the need to turn Albert College Estate into a Cul de Sac.
Remove the impact the construction will have on Church and elderly residents in Albert College Court.
Be a lot safer and healthier for the children going to OLV school and the Scout Hall.*

We asked the following questions of ACRA:

- ✓ *In your proposal, how far is Collins Avenue Station from Ballymun Station (platform ends)?*
 - *Not fully sure, currently less than 1km, I think around 800 metres. Moving the Church Station to the Park will make the distance greater than the 1km and hence the need for*



a shaft and the library location is preferred as it is north of the busy junction of Collins Ave.

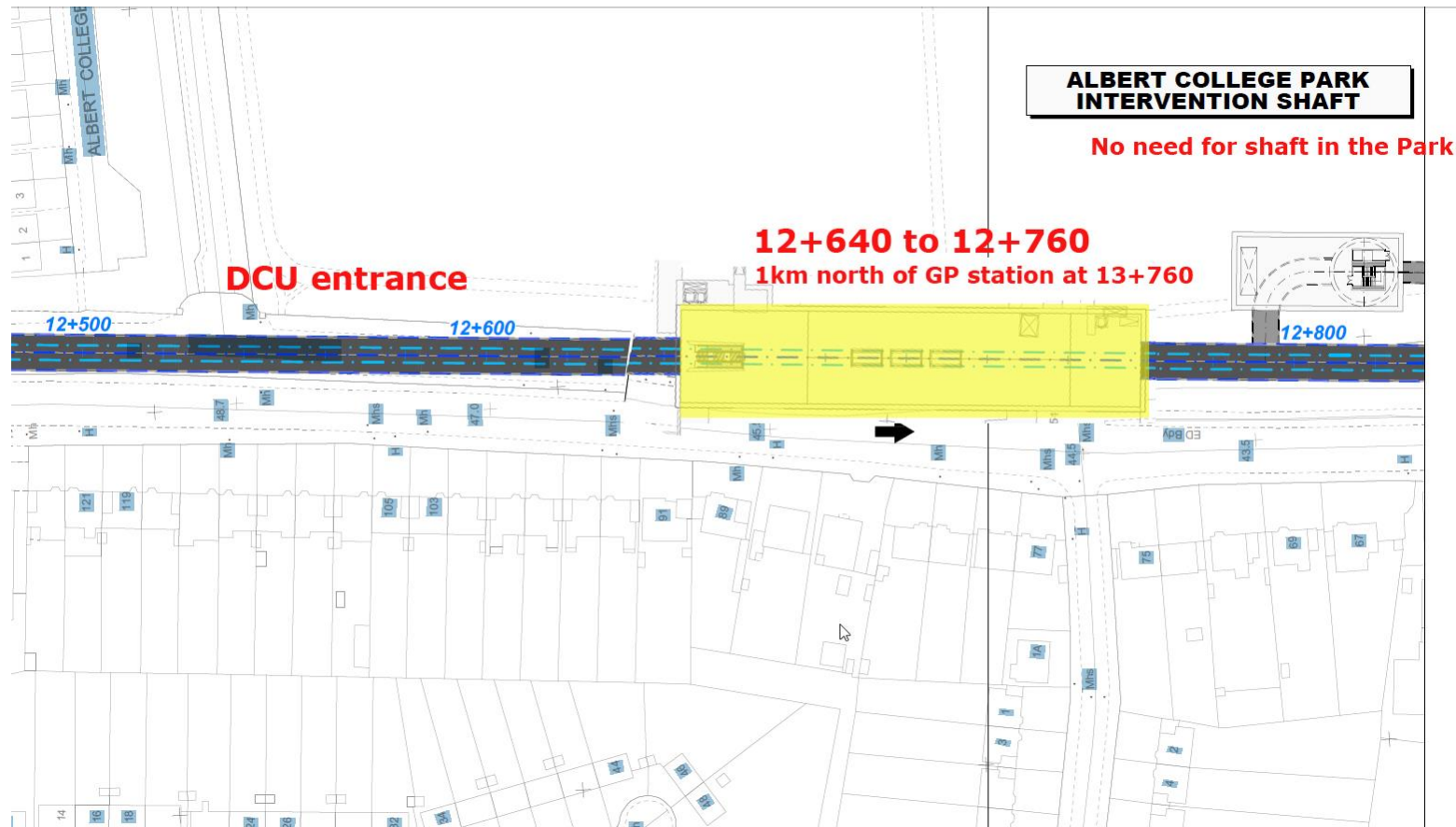
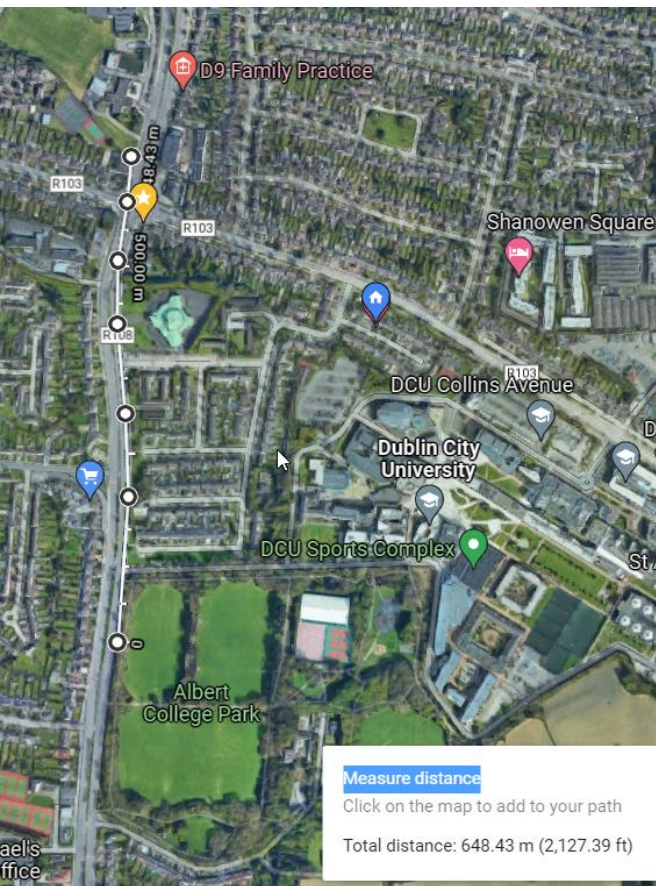
- ✓ *In your concept, where would you see the entrance to the Park station being located?*
 - *At the North end of the station box nearer DCU which will be the route of the major footfall but you could have a dual entrance station like proposed last time around and it might suit the Hampstead Residents and residents from Griffith Ave which might use this station instead of Griffith Park as it would be nearer.*
 - *We would like a nice creative architectural entrance design without the need to create the Plaza from the current design and limiting the impact on the park.*

Several residents have asked specifically why this station proposal now only has 1 entrance as opposed to the 2 proposed in OMN, especially with the proposed growth of the DCU site and new residential estates surrounding it..

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 5th April 2022

Subject: Request for Information #7 - Content of Environmental Impact Assessment Report (EIAR)

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ Content of Environmental Impact Assessment Report (EIAR)

- (#2, #10, #11, #12, #13, #54, #57, #90, #91, #92 and #113)

Please Confirm that the EIAR will cover at least the following phases:

- Preparatory works
- Tunnel construction and spoil extraction
- Equipment installation
- Commissioning
- Operation

Please confirm that the EIAR will include inter alia:

- Location of assessment points, along the entire metro route (including stations and shafts for ventilation)
- Type of impact (noise, vibration, atmospheric emission, settlements, etc.)
- Level of tolerance and acceptability (with reference to Irish Law and / or international good practices)



- Mitigation measures and compensation scheme details for unacceptable impacts and damages including the length of time the compensation scheme will run for after the system is completed
- Possibility of temporary relocation of residents who are subjected to unacceptable impacts and the criteria for assessing these
- Restoration of the existing situation, if it is modified by the construction activities

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 5th April 2022

Subject: Request for Information #8 - Alternative locations and alignment options

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ Alignment options

- (#35) Does the current preferred route of the project not take full account of the current Fingal Co. Co. Development Plan 2017-2023, in particular for the Ashley Area?
- (#103) Some Bus Connects and the Metro appear to have parallel alignments in our area. What integration and coordination between the two systems is being planned for? We are the only area which will have a CBC directly above a Metrolink - have TII adequately referenced this in their decision making on PR? Does it make sense to have these significant overlaps in service provision?

✓ Shaft and venting

- (#19/1) In the current Metrolink project, residents suggested to TII that the proposed intervention shaft structure already planned for Albert College Park could be up-scaled to a fully functioning station. What is the actual cost difference between the two options? Has this been properly costed?
- (#19/2) Given that it will only have 60 metre platforms and 1 entrance would it not make sense to have another station in ACP rather than an intervention shaft? What would



be the cost difference between these 2 options? What would it cost to make provision for a future station in ACP even if not activated at the present time?

- (#66) Intervention Shaft access point during the operational phase – will these be used for routine access by maintenance teams?

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 5th April 2022

Subject: Request for Information #9 - Construction, installation and operation methods

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ Spoil extraction

- (#69/1) Will the shaft site be used for extraction spoil from the TBM tunnel especially from some of the more constrained station sites?
- (#69/2) Routes of spoil extraction:
 - a) are they dependent on NTA CBC implementations?
 - b) will they be part of RO or decided at a later stage by DCC/TII?
 - c) will spoil /construction traffic routes be part of RO?
 - d) Can TII or NTA provide a map of how soil to be removed?
 - e) Can Four Masters tunnel spoils be removed elsewhere via another site station like Des Kellys location to reduce truck traffic in our locality?
- (#69/3) Can TII provide a SPOIL MANAGEMENT PLAN, including the following details:
 - Sites used for extraction spoil and relative quantities of heavy vehicles
 - Traffic routes for heavy vehicles and operating program (night / day / all day)
 - Sites used for spoil relocation



✓ **Tunnel**

- (#85) Estuary Residents will accept the alignment if it is entirely cut and covered. Can TII confirm that this is the case?
- (#94) Duration of TBM pass-through, in particular for Dartmouth area?

✓ **Works boundary**

- (#25) Will the EIAR/railway Order Application Contain a Detailed Construction Code of Practice/Construction Plan? What will it contain? Will it include where exactly any works boundary fences will be placed while the works are being completed?

Yours sincerely,

Luke Albanese

Metrolink IEE Team

Deputy Project Manager

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TII - Transport Infrastructure Ireland

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Michelle Lindsay
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Genoa, 5th April 2022

Subject: Request for Information #10 - Details about Railway Application Order, Documentation and RINA involvement

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ **Content of Environmental Impact Statement**

- (#70) Please provide the main information about EIA/EIS, in particular:
 - Contents of EIA/EIS
 - Documents included
 - Data collected
 - Experts involved
 - Multi-criteria Assessments Undertaken

✓ **Content of Railway Application Order**

- (#41, #56, #59, #77)
Please provide the main information about documents included in the RO Application. In particular confirm that the following ones will be included:
 - Site Survey Report and Geotechnical Data
 - Location and typology of electricity substations
 - Construction methodologies (in terms of used technologies and indication of working hours)



– Routes for extracted spoil

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Michelle Lindsay
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Genoa, 5th April 2022

Subject: Request for Information #11 - Green areas and recreational spaces

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings.

The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ **Trees replacement and new planting**

- (#33, #36, #39, #88)

Please provide the main information about ENVIRONMENTAL IMPACT ASSESSMENT REPORT – MITIGATION ACTION PLANS, including:

- Trees replacement and new planting
- Biodiversity compensation
- CO2 compensation (considering the reduction due to removal of trees and existing vegetation)
- Acoustic barrier effect mitigation (of existing trees and vegetation) both during and after construction
- Reduction of construction site footprint
- Alternatives to proposed laydown and storage areas considered



Doc. No. P0027301-1-A54
Genoa, 5th April 2022

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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TII - Transport Infrastructure Ireland

Parkgate Business Centre,
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Attn.: John O'Connor
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Michelle Lindsay
(michelle.lindsay@tii.ie)

Genoa, 5th April 2022

Subject: Request for Information #12 - Impacts, damages, monitoring and compensations

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ Archaeology and Heritage

- (#83) Please confirm that the EIAR will provide ARCHAEOLOGICAL SURVEYS of the route. Please provide indication of the number and locations of these surveys and the levels of detail within them.

✓ General impact during construction phase

- (#51) If one house on a terrace is within the zone of influence should the full terrace not be included- (Stella avenue for example)
- (#84) Please provide the main information about ENVIRONMENTAL IMPACT ASSESSMENT REPORT – MITIGATION ACTION PLANS, including:
 - Trees replacement and new planting
 - biodiversity compensation
 - CO2 compensation (considering the reduction due to removal of trees and existing vegetation)?
 - Acoustic barrier effect mitigation (of existing trees and vegetation) both during and after construction?

- Reduction of construction site footprint
 - Alternatives to proposed laydown and storage areas considered
- (#106) Construction Code of Practice includes the issues related to small tight site?
- (#112) Construction Code of Practice includes the issues related to work during weekend?

- ✓ **General impact during operational phase**
 - (#79/1) Will homes on Hampstead need to be evacuated if incidence in the tunnel and fans need to clear smoke
 - (#79/2) Please provide details of the IMPACT MONITORING PLAN for the following phases:
 - Preparatory works
 - Tunnel construction and spoil extraction
 - Equipment installation
 - Commissioning
 - OperationThe plan should include:
 - Location of monitoring points, along the entire metro route (including stations and shafts for ventilation)
 - Type of monitored impact (noise, vibration, atmospheric emission, settlements, etc.)
 - Level of tolerance and acceptability (with reference to Irish/EU Law and / or international good practices)
 - Frequency of monitoring and proposed length of monitoring
 - Procedures for consultation of the monitored data
 - Mitigation measures and actions in case of overcoming of maximum impact level

- ✓ **Impact on property values**
 - (#17) What effect will this project have on property values before, during and after project completion? Some residents may wish to consider selling up and moving rather than face major disruption for a period of 7-10 years. Please provide Private Property Assessments that show these effects including the likely impacts of house insurance premiums for those above or close to the line.

- ✓ **Monitoring**
 - (#7, #53, #58, #71, #78)
Please provide details of the IMPACT MONITORING PLAN for the following phases:
 - Preparatory works
 - Tunnel construction and spoil extraction
 - Equipment installation
 - Commissioning
 - OperationThe plan should include:
 - Location of monitoring points, along the entire metro route (including stations and shafts for ventilation)
 - Type of monitored impact (noise, vibration, atmospheric emission, settlements, etc.)



- Level of tolerance and acceptability (with reference to Irish/EU Law and / or international good practices)
 - Frequency of monitoring and proposed length of monitoring
 - Procedures for consultation of the monitored data
 - Mitigation measures and actions in case of overcoming of maximum impact level
- In particular will homes on Hampstead need to be evacuated if incidence in the tunnel and fans need to clear smoke?

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Michelle Lindsay
(michelle.lindsay@tii.ie)

Genoa, 5th April 2022

Subject: Request for Information #13 - Timeline and Penalties

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ **Penalties**

- (#37) Please can TII give an indication about:
 - Details of mechanisms of penalties for contractors and subcontractors who does not adhere to contractual conditions relating to the EIAR and Stakeholder Impacts?
 - Communication plan for stakeholder, including changes to programme schedules and their reasons

✓ **Timing**

- (#3) Please provide the complete timeframe of the project, including the following phases:
 - Design and permitting
 - Bord Pleanala approval
 - Preparatory works
 - Station and Tunnel construction (area by area)
 - System fit-out (area by area)
 - Equipment installation
 - Testing and Commissioning



– Start of operation

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel

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Michelle Lindsay
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Genoa, 5th April 2022

Subject: Request for Information #14 - Traffic and accessibility

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

✓ **Resident access**

- (#4) Please provide the Provide the TRAFFIC MANAGEMENT PLAN during construction and operations phases, in particular indicating (area by area):
 - If the resident accesses are close to the construction sites, how they will be regulated? How will access times be kept to a minimum?
 - Will local parking restrictions (residents only) need to be introduced?
 - What are the traffic limitations or reductions in the in the area adjacent to the works? Will any roads be temporarily or permanently narrowed? Will there be a loss of on-street parking in the temporary and permanent situations?

Yours sincerely,

Luke Albanese

MetroLink IEE Team
Deputy Project Manager

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Michelle Lindsay
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Genoa, 13th April 2022

Subject: Request for Information #15 - Impacts, damages, monitoring and compensations

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

- ✓ **General impact on construction phase**
 - (#72) Residents noted that the Dublin Port Tunnel and other works had resulted in significant activity by rodents and other small vermin. What does TII propose to do to monitor and control such vermin during and after the construction works for MetroLink?
- ✓ **Mitigation measures for noise and vibration**
 - (#26) What mitigation measures will be put in place so as to prevent any vibrations either during the construction phase or in the future operation of the Metro link, being felt in houses once the track is in use (for example floating track or specific operational measures and so forth)?

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel

TII - Transport Infrastructure Ireland

Parkgate Business Centre,
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Attn.: John O'Connor
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Michelle Lindsay
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Genoa, 13th April 2022

Subject: Request for Information #16 - Traffic and accessibility

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the first and second rounds of Stakeholder meetings. The following groups have separately submitted their lists of questions:

- ✓ Albert College Residents Association;
- ✓ Ashley Avenue & Chapel Lane Residents Association;
- ✓ District 7 Community Alliance;
- ✓ Dartmouth Sq. West & Dartmouth Rd. Residents;
- ✓ Estuary Court Residents Committee;
- ✓ Griffith Avenue and District Residents Association;
- ✓ Seatown Villas Residents Association.

In the Appendix A, the complete list of collected questions for all Stakeholders is reported.

In particular, for the topics above indicated we asked the following questions; in the initial bracket (#) the reference number of question list is reported.

- ✓ **Traffic management and disruption**
 - (#97) If the road traffic projections for our area turn out to be inaccurate and residents suffer a much greater traffic density than forecast, with the consequences of congestion, delay and hampered accessibility to our area - who is responsible for introducing any corrective traffic management measures and over what time period?

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 16th May 2022

Subject: Request for Information #17 – Follow-up to RFI#6 – More Detailed Transport Demand Modelling

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, you may recall that we presented the RFI#6, where we raised some points which had been raised by the Stakeholders and which seemed to be appropriate for a response given the controversial nature of the intervention shaft in ACP, and the positioning of Collins Avenue Station (especially in the light of the response to RFI#2).

Following the TII response, Albert College Residents Association and Ballymun Road (North) Area Association have expressed some significant doubts related to the transport modelling approach employed in the EPR stage by ARUP – in other words using a strategic approach to look at different alignments but extrapolating these results to the actual station demand, which was both not detailed enough for the purpose, likely gives a misleading result, is now probably outdated and does not accurately reflect the future passenger demands in the area, especially given the future educational and residential development plans for the area, which are substantial. The IEE agrees that this is a matter that should be better supported with demand forecasting analysis at the appropriate level of detail.

For these reasons, we would transfer to TII a request for a revision of the previous modelling be carried out to reflect not just current, but also future footfall demands at an appropriate and more detailed level of model zoning, which will provide a more balanced set of metrics on which to base such an important decision affecting the lives of so many stakeholders in the area.

We attach the residents actual response to this RFI.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel

Re: Response to RFI Number 6

Dear XXXX

Thank you for your recent response to RFI6 relating to the Collins Avenue Station, and on behalf of Albert College Residents Association, and Ballymun Road (North) Area Associations, we are pleased to submit our response to same.

While the response is appreciated, it is very clear that a very significant weighting is being placed on the comparison between the estimated passenger footfall at the Collins Avenue Station Location and the Albert College Park Station locations, in justifying TII's stated preference to locate the station at Collins Avenue.

Given the importance of these metrics in justifying the station location, we are concerned that the modelling employed was generated much earlier in the EPR stage by ARUP - using a strategic modelling approach to look at different alignments, which is now outdated.

We are of the opinion that the strategic modelling employed does not accurately reflect the future passenger demands in the area. It shows an expected reduction in footfall from 17,250 passengers to 12,250 in a 24hr period if the station is moved 750 metres south of the proposed church location.

We do not believe that the strategic aggregated modelling employed accurately reflects both the current and *future* demands which will occur due to planned further development of the DCU Campus, as well as the future planned major apartment blocks to be built on the Eustace lands adjoining the park. This model would appear to be already outdated and grossly underestimates the future footfall to be expected due to these future developments.

Furthermore, TII also state that one of the reasons the park option was not considered was the impact which a station construction would have on the environs of the park, yet it must also be noted that the impact on the environs which will result from the construction of the proposed ventilation shaft on the park will also be very significant.

“Furthermore, environmental impacts of constructing the station within the environs of the park and the proximity of the DCU Collins Avenue station to orbital bus routes operating along Collins Avenue were also differentiating factors between the two MSZs.”

Nor does it compare the current selected church station location to either the location option (option 3 Metro North) or our proposed Park station location.

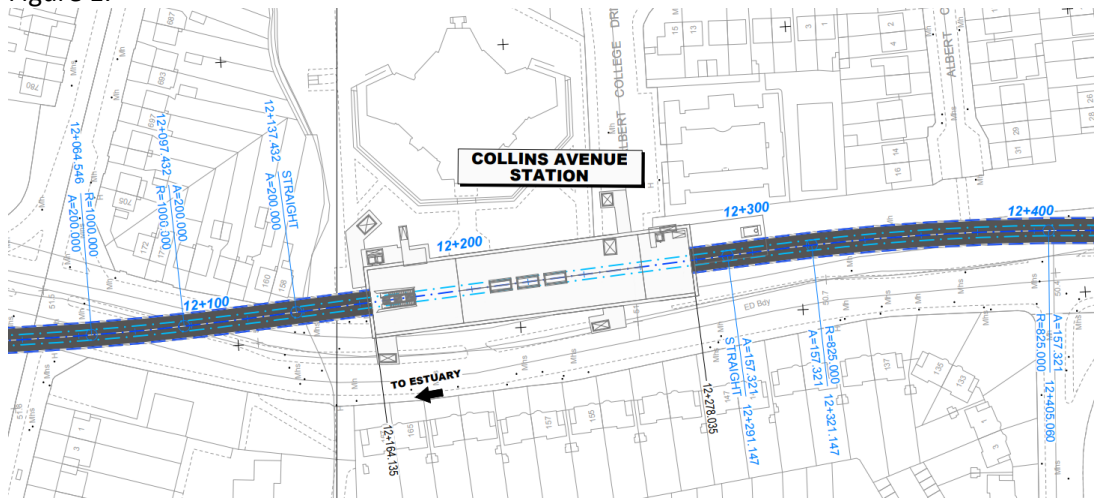
“While both station zones were not directly assessed against each other”

We wish for our proposed Park station option at 12+640 – 12+760 to be modelled against the current Collins Avenue Church location at 12+164 – 12+278 and an appropriate level of detail provided comparing the two. This we believe will show that the decision to locate the station at the church based purely on footfall may not be in the best interests of the Metrolink project or indeed for the wider area.

Our proposed Park Station would be approx. 550 metres south of Collins Ave at 12+640 and it would be only 100 metres south (1 minute walk) from the DCU main gate entrance and a 7minute walk north to Collins Ave.

TII's current proposed Church location at 12+164 is 125 metres south of Collins Ave (2 minute walk) and 360 metres north of the DCU main gate. Figure 1.

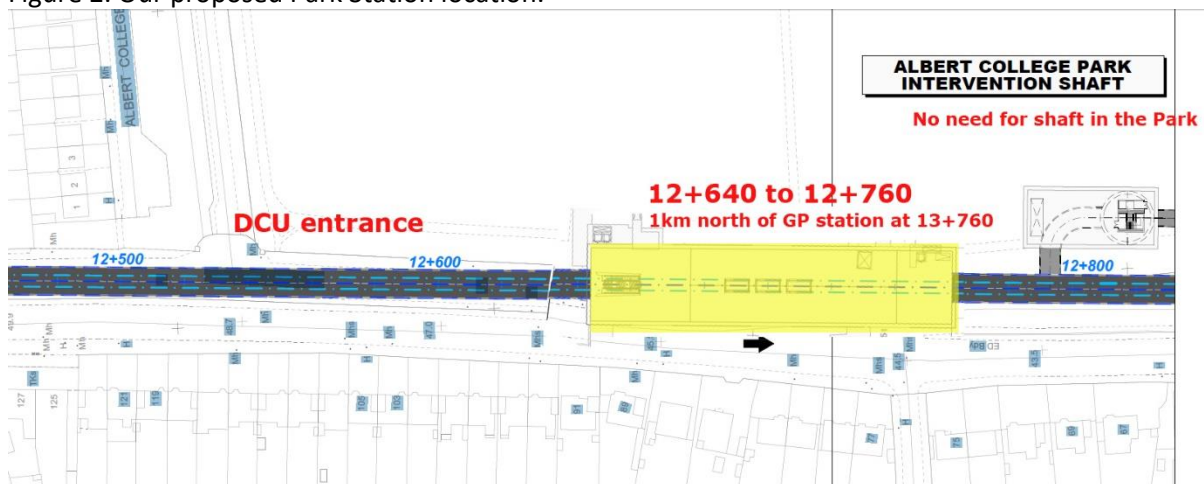
Figure 1.



The location of park option (Option 3 from Metro North) used in the modelling is 750m south of Collins Ave approx. 9 minute walk north to Collins Ave.

Whilst our proposed Park Station Figure 2 below would be a further 400 metres (5minute walk) south of the current Church station location we would question the premise that an extra 5 minute walk would reduce footfall to such a degree given the vast majority of users of the station would be from DCU and the future housing developments located nearby.

Figure 2. Our proposed Park Station location.



RINA have validated our position, as did GWP Consultants who were the previous Independent Expert appointed during the Metro North Project, that a station location based in Albert College Park, coupled with a ventilation shaft north of Collins Avenue at Ballymun Library is a far better option, given that the major footfall for this station will be to and from DCU and the proposed residential developments at the Eustace lands. This location will also greatly reduce the expected severe traffic impacts and the negative impacts on the church goers, the OLV school children and

parents, local residents in close proximity to the Church including the elder residents of Albert College Court & Albert College Estate.

We would therefore respectfully request that a revision of the previous modelling be carried out to reflect not just current, but also future footfall demands, which will provide a more balanced set of metrics on which to base such an important decision affecting the lives of so many stakeholders in the area.

Submitted on behalf of:

Albert College Residents Association
Ballymun Road (North) Area Association



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Genoa, 17th June 2022

Subject: Request for Information #18 - Alignment alternative in District 7 Community Alliance area

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the Stakeholder interaction meetings.

In particular, District 7 Community Alliance suggested an alternative of the alignment in their area, which seem to be appropriate for a response.

The proposed alignment is much straighter on the eastern side of Botanic Road, passing straight down from the Griffith Park stop, under the Smurfit site and interchanging with IE under the present tennis courts, again a good construction site compared with the one proposed by TII. The line could then travel straight under the Canal, the corner of Mountjoy and have a station at the 'Musgraves' site, avoiding the difficulties associated with passing under so much poorly founded housing with a very curved alignment and giving a far better site for constructing the station behind Mater, rather than in Four Masters Park.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

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Genoa, 17th June 2022

Subject: Request for Information #19 – Albert College Park Tunnel Intervention Shaft

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected a significant number of relevant issues during the Stakeholder interaction meetings.

In particular, in relation to Albert College Park Tunnel Intervention Shaft, could the site be reduced in footprint substantially?

For example there appears to be a significant amount of parking space, which we would not consider appropriate. Emergency access will be directly from parking on the Southbound Side of the Ballymun Road dual carriageway in our view.

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel

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Genoa, 2nd August 2022

Subject: Request for Information #20 – Question from Charlemont area resident's group

Dear John and Michelle,

In relation to our activities related to IEE Services for the MetroLink project, we have collected the relevant issues during the interaction with resident's group at Dartmouth Road, Dartmouth Square West, and general Charlemont area.

- a. In relation to establish before and after levels, and subsequent deformation, due to deep construction projects adjacent an important public infrastructure (the Luas line), some levelling surveys has been conducted, on a weekly basis, in the vicinity of the Luas railway embankment, and the Dartmouth Road Street frontage, for the duration of the piling and excavation process on the Hines building site.

The local stakeholder group is interested to receive and analyse the type of collected engineering data, and clear explanations of expected, and realised, surface deformations resulting from any settlement activity.

- b. The stakeholder group is interested to receive and analyse the following information:
 1. DEPTH OF PROPOSED EXCAVATIONS,
 - Depth of secant piles at east and south boundary,
 - Depth of station box excavation at east and south boundary.
 2. SOIL CONDITIONS,
 - Soil analysis of complete zone of excavation.
 - Soil analysis of zone of tunnel boring.
 - Soil analysis of proposed zone of ventilation tunnel.
 3. PROJECTED SOIL SUBSIDENCE,
 - Engineering review of projected subsidence,
 - Review of proposed remediation.
 4. WATER TABLES,
 - Review of existing established water table, water courses.
 - Projection of future water table, changes, and consequences.
 5. PRECISE TUNNELLING SYSTEMS PROPOSED,
 - TBM proposed.

- Shield procedure,
 - Ring erection,
 - Gap grouting and time scale.
 - Remediation procedures and face pressures.
 - 6. PROJECTED SECANT WALL DEFORMATIONS.
 - Projected secant wall deformation at east boundary.
 - Projected wall deformation at south boundary.
 - Projected soil settlement in consequence thereof.
 - Remediation proposals.
 - 7. ZONE OF SETTLEMENT.
 - Precise maps of projected zone of settlement.
 - Settlement slump trough graphs.
 - Precise indication of properties to be affected
 - Scale of projected settlements.
 - 8. RANGE OF PROJECTED SETTLEMENT.
 - Range of projected settlement for individual houses in slump zone.
 - 9. CHARACTER OF ADJACENT BUILT ENVIRONMENT
 - The existence of foundations.
 - Analysis of foundations for all effected properties.
 - Projections for settlement for all effected properties.
 - Remediation proposals for all effected properties.
 - 10. PROJECTED DURATION OF SETTLEMENT,
 - Precise projections for duration of TBM pass.
 - Projections for settlement at shield pass,
 - Projections for settlement at ring erection.
 - Projections for duration of damage and settlement in future years.
 - 11. EVALUATION OF DAMAGE, COMPENSATION DISTURBANCE, AND DEVALUATION OF PROPERTY.
 - Precise details for evaluation of damage to property.
 - Precise details of evaluation of compensation.
 - Precise details for evaluation of permanent devaluation of property
 - Implications for house insurance/damage.
 - Caretaking of abandoned houses during re-locations.
 - Security of houses during re-locations.
- c. In relation to Dartmouth Road closure (probably for 2-5 years), the stakeholder group is interested to receive and analyse the following information:
- how do resident access their properties - NTA state the footpath will remain open, but what about driveways and vehicular access for deliveries?
 - How will residents be able to park close to their homes?
 - What is the international precedence on this?
- d. Does the POPS (Property Owners Protection Scheme) include the security, insurance, maintenance, and upkeep related to existing but temporarily vacated properties?
- e. The stakeholder group is interested to receive and analyse the comprehensive breakdown of the cost to tunnel south from St Stephen's Green to Charlemont, and also the cost to build out the Charlemont station?



- f. In relation to proposed action to increase capacity of Luas trains, in order to transfer passengers to Metro at Charlemont, the following questions are proposed:
- Will trams have a destination of Charlemont only to service metro?
 - What additional volumes are proposed? What frequency?
 - What are the detailed proposals from NTA/TII of the physical space and engineering requirements to facilitate the proposed additional trains to turn back just north of Charlemont?
 - How do they propose to find space, deal with the gradient and turning radius, as the Luas approaches Adelaide road?

Yours sincerely,

Luke Albanese
Metrolink IEE Team
Deputy Project Manager

CLBEL/LYA:clbel