

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	2. Executive Summary	2	The Charlemont and Dartmouth Community Group (CDCG) is in support of the overall Metrolink project. However, we believe that the section of the project between St. Stephen’s Green and Charlemont is a €650m duplication of infrastructure that is not justified on many very important grounds.	<p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>TII do not agree with this statement that infrastructure is being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers.</p>
2	2. Executive Summary Compliance with Policy	2	<p>It is not transport policy to extend metro to the south at any time prior to 2042. The section of the subject Rail Order Application between St. Stephen's Green and Charlemont represents the first section of such a southern extension and effectively locks-in the replacement of the Luas Green Line. Building south of St. Stephen's Green is premature and is a leftover from a now defunct concept of Metrolink as a Swords to Sandyford megaproject.</p> <p>The NTA/TII has failed to adapt the Rail Order Application to the reality that such a megaproject is not a policy objective at this point in time and it is premature to expensively lock-in decisions about Metro South 2-3 decades in advance of any requirement to do so.</p> <p>The NTA/TII has prioritised a Luas Green Line Tie-in over a fully functioning City Centre Terminus. This means that for the NTA/TII, it is more important to build the Charlemont Metro Station now in order to achieve this potential outcome 2-3 decades in the future, then it is to build a City Centre Terminus now that can connect to multiple modes of transport during the next 2-3 decades.</p>	<p>Since the date of the RO submission, the NTA’s GDA Transport Strategy 2022-2042 has been adopted and confirms Charlemont as a station location.</p> <p>The current Transport Strategy for Greater Dublin Area (2022-2042) considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The NTA Transport Strategy builds on a significant body of analysis carried out by TII in the consideration of designs, alignments and locations. The location of the southern terminus was determined following a review of options to determine the Emerging Preferred Route (EPR).</p> <p>In the Emerging Preferred Route Report, Charlemont was identified as the last station prior to the tie-in to the Green Luas Line which was intended to be upgraded to Metro standard. as outlined in EIAR chapter 7, decision to terminate at Charlemont instead was driven by three factors:</p> <p>(a) the additional impacts that would be involved in upgrading the Luas south of Charlemont as a result of the proposed adoption of a high degree of automated operations (GoA4); (b) the development of alternatives to accommodate increased capacity on the Luas line south of Charlemont without that upgrade; and (c) Feedback received during the EPR non-statutory consultation.</p> <p>Charlemont Station, is a modification (in response to not upgrading the Luas Green Line to metro) of the preferred Luas Green Line Tie Option 4B and is proposed because:</p> <p>• As noted above, the connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042).</p>

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
			Response (2) continued.	<ul style="list-style-type: none"><li>• The proximity of the MetroLink station to the Luas stop at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange, as well as being within a 5-minute walk of BusConnects proposed A Spine and E Spine routes. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</li></ul> <p>These benefits would not be achieved by a terminus at St Stephen's Green.</p> <ul style="list-style-type: none"><li>• The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Please refer to Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location, Table 7-16 Summary to Identify Southern Termination Point for MetroLink.</li></ul> <ul style="list-style-type: none"><li>• As noted above, the location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</li><li>• By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</li><li>• The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</li></ul> <p>Omitting this station or providing an alternative location would contravene the Transport Strategy. TII is legally obliged to secure the provision of the light rail and metro infrastructure determined from time to time by the NTA. An Bord Pleanála is also required to give significant weight to the Transport Strategy. It is among the most important policies in the national planning hierarchy.</p>

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
3	2. Executive Summary  Strategic Need and Business Case	2	The entire project business case is flawed when it is based on the proposed southern terminus that lies outside current transport policy. This fact is recognized in both the JASPERS independent review and the MPAG Review, which identifies the section of the project south of St. Stephen's Green as 'strategically weak' and that it duplicates other fixed rail services. Surprisingly, the final Business Case did not address these concerns. As this section is probably one of the most expensive parts of the project (1km of tunnel and 1 station for €650m), its removal from scheme is likely to substantially increase the probability of the project successfully getting through the next stages of the government approvals process. Furthermore, the JASPERS review concludes that the connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line and this would bring the project back in line with current transport policy.	TII do not agree that the section of the project south of St. Stephen's Green as 'strategically weak' and that it duplicates other fixed rail services.  Please also refer to responses (1) and (2) above.	
4	2. Executive Summary  City Centre Hub Location & Prejudicing Options for Expansion of the Transport Network	2	<p>While a metro south extension is not part of current transport policy, even if it were to be considered at some stage in the future, the starting point for an extension should be St. Stephens Green and not Charlemont. The section of the Luas Green Line from St. Stephens Green to Charlemont is already one of the existing spokes radiating out from the hub of St. Stephens Green. Therefore, this duplicating section of the proposed MetroLink project represents an upfront payment of €650m towards a single future option, that is the replacement of the Luas Green Line. Once a metro section is built to Charlemont, it will deny other potential routes, such as to the south-west, the opportunity to build a successful business case as it forces increased costs of connecting from Charlemont and bypasses the opportunity of addressing unserved areas closer to the St Stephens Green Hub. This effectively "locks-in" the Green Line Replacement 2-3 decades in advance of any requirement.</p> <p>n addition, any future underground tunnelled solution (i.e. an option other than the Luas Green Line replacement) would start boring from the south and therefore there is no advantage tunnelling to Charlemont now (which the NTA/TII claims is an "appropriate" location for these other options). Such a new tunnel could be aligned all the way to St Stephen's Green; however, this would create a €650m stranded asset/ white elephant at Charlemont and would be a costly negative to overcome in any business case. Moreover, any overground rail or road solution on the south (other than the Luas Green Line replacement) could not interchange at Charlemont because its location is so constrained and incapable of further transport mode connections.</p> <p>Charlemont is in a residential area not a city centre location. It can only interchange with the Luas Green Line and has no scope for adequate connectivity with other modes of transport, such as other proposed light rail, bus services and road transport. It is simply not suitable as a Key Transport Interchange to serve Dublin city centre.</p>	Please refer to responses (1) and (2) above.  The location of the Charlemont station is partly in residential zoning and partly in a commercial zoning Z6 (To provide for the creation and protection of enterprise and facilitate opportunities for employment creation) and is in close proximity to a concentration of commercial buildings and hotels along and just inside the canal ring.	
5	2. Executive Summary  Flawed Assessment of Alternative South Termini	3	The Rail Order Application contains a deeply flawed rationale in the consideration of alternative terminus locations to the south. The "decision... not to upgrade the Luas Green Line to Metro" should have resulted in NTA/TII demoting the importance of the "Charlemont (tie in with Luas Green Line)". The alignment choices "to determine the most appropriate termination location for the MetroLink project" should have investigated three options: St Stephen's Green West, St Stephen's Green East and Charlemont. St Stephen's Green West becomes a viable option once the NTA/TII's self-imposed constraint of forcing a connection to a Luas Green Line tie-in location is removed. Indeed, a carefully designed St Stephen's Green termination point (West or a more connected version of East or a hybrid) would provide a superior interchange with the Luas Green Line and maximise the scope for future southern extension routes (including the possible replacement of the Luas Green Line option). The fact that St Stephen's Green was never properly evaluated as a terminus option shows that the EIAR is deeply flawed and inadequate.	Responses (1) and (2) provide the rationale for the proposed Charlemont Station.  The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont and considered station locations at St Stephen's Green West.  A station on St Stephen’s Green West is not preferred for several reasons:  If a station was placed on St Stephen’s Green West, the alignment between the proposed Tara Station and a station on St Stephen’s Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to provide a design that is compliant with NFPA 130. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. Open space is extremely limited in this part of the urban core and where it exists it has important institutional, recreational and cultural uses (eg the grounds of Trinity College Dublin).	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
				<p>As noted above, it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042, and this is preferred for the reasons set out by responses (1) and (2) above. Should a station be placed on St Stephen’s Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and again an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen’s Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen’s Green West is more impactful in comparison. It is also noted that while the proposed location of a station at Charlemont is being objected to by this submission, it does not change the fact that an alignment between the proposed Tara Station and the critical interchange it provides with Irish Rail, and a station on St Stephen's West is not acceptable to TII for the reasons set out above.</p> <p>As a potential station location, St Stephen’s Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen’s Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen’s Green Park would be greater for a station in this location compared to the proposed location on St Stephen’s Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen’s Green East; it would impact an area of the Park that has greater amenity value than St Stephen’s Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen’s Green East and Charlemont stations is a technically better solution, more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p>

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
6	2. Executive Summary  No Studies to Support the Proposed Alignment to the South	3	<p>A vital component of the Rail Order Application is the consideration of alternative alignments from the south end of the Metrolink line. The Applicant did undertake a detailed consideration of potential tie-ins with the Luas Green Line and a Preferred Option (Option 4 (b) was selected in the March 2017 study.</p> <p>However as will be described below, NTA/TII has procured to complete the construction of an alternative design of the Charlemont Station Box which delivers a very significantly different alignment to that proposed in the Tie-in study and in the March 2019 "Preferred Route" consultation. Very importantly the implications of the built alignment are both to the north and south of Charlemont. Notably to the north the more easterly alignment has very strongly influenced the Applicant not to consider station options on St. Stephens Green West where the optimal interchange with the Green Line would occur. The resulting alignment to the south of Charlemont shifts to the west and rules out the preferred "in-line" tie-in with the Luas Green Line and will cause significantly increased demolition of houses in the Ranelagh area.</p> <p>Not only is the March 2017 Luas Tie-In Study now totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated), it is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). Furthermore, the alignment that has already been built is not justified or supported by any other analysis provided in the Rail Order Application.</p> <p>Clearly this leaves a fatal gap in the preparation and documentation of the Rail Order Application. The fundamental and essential study that should have replaced the Luas Tie-In Study is a city-centre terminus study that uses appropriate criteria (that are significantly different from those used in the Tie-in study). Such a study, however, was never undertaken by the Applicant. In fact, the Rail Order Application provides no studies to support the proposed (already built) alignment to the south.</p> <p>Obviously by building the alignment prior to making a Rail Order Application, NTA/TII has denied An Bord Pleanála the opportunity to consider alternatives through the planning process for the current Rail Order Application.</p>	<p>Having regard to the March 2017 Green Line tie in study, the proposed station design is in effect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard. The preferred route for Metrolink was published in March 2019 and was based on a comprehensive route options study, with further work undertaken at this stage of the project to refine elements of the proposed Project. Details of all of these design refinements were outlined in the Preferred Route Design Development Report which was subject to public consultation in 2019. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont (Refer to Appendix O of the Preferred Route Design Development Report for details of design refinements proposed at Charlemont and the rationale for the same). Further analysis was also undertaken to analyse the decision for an interchange with Luas at Charlemont when compared to an interchange location at St. Stephen's Green. This report identified Charlemont as the preferred location for an interchange. (Refer to Appendix A7.9).</p> <p>TII acknowledge that the Green Line Option 4B Charlemont Station alignment runs in a northwest / southeast alignment i.e., the station is perpendicular to Grand Parade and Dartmouth Road, compared to the Preferred Route Charlemont Station alignment that runs north - south. TII would note that for the reasons explained below that this slight angled reorientation of Charlemont Station does not create an alignment that makes significant changes to the Project. It is also very important to note that the alignment consulted on at the Preferred Route stage (Refer to Appendix A7.9, Appendix O, Figure 8) compared to that presented by and applied for by the Railway Order (see RO drawing ML1-JAI-ARD-ROUT_XX-DR-Y-03096) is almost identical. TII would also further note that part of the design refinement was to reduce the extent of the Station box at the north east corner so that it no longer intruded in to the rear gardens of the Dartmouth Square West properties.</p> <p>Regards a possible future connection to the Luas Green Line at Ranelagh, EIAR Appendix A7.4, Figure 3-1 shows how Metrolink would connect to the Luas Green Line. The connection will comprise a mined tunnel extension from the overrun tunnel to the Luas Green Line tie-in location. Cut and cover construction will only be undertaken in the confines of the Luas Green Line and therefore no property will be demolished as a result. TII would further note that as explained by response (5) above, a station on St Stephen's Green West is not preferred due to the implication of this on the alignment between St Stephen's Green West and the proposed Tara Station, and the challenges associated with constructing a station on St Stephen's Green West.</p> <p>It is also not correct to say that the proposed Charlemont Station location has influenced the decision not to consider station options on St Stephen's Green West, noting the Preferred Route was based on the Emerging Preferred Route for the scheme which included a station at Charlemont and considered station locations at St Stephen's Green West. The reasons for why a station is not preferred on St Stephen's Green West is explained by response (5) above, and response (1) and (2) above explains the need for future proofing of the Luas Green Line by bypassing the capacity constrained Luas on-street running section to ensure potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p>

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
				<p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. It was clearly within the Board's remit to grant permission for the Grand Parade Development with the MetroLink Enabling Works included so as to allow the site to be developed in accordance with its zoning objective while preserving the option to provide the proposed MetroLink station at this location.</p>
7	2. Executive Summary  Charlemont Station Box work are not described in the Rail Order Application (EIA Project Splitting)	4	The enabling works and construction of the station box at Charlemont, which have already been undertaken, are not described in the Application as forming part of the subject Rail Order, Under the EIA Directive, an EIA must consider the direct, indirect and cumulative effects of all aspects of the development. On this point alone, the entirety of the Rail Order Application is legally unsafe.	<p>The MetroLink enabling works constructed as part of the Hines development has the benefit of planning permission which was granted in April 2019. The station box location was not fixed by the Charlemont Development, but had been identified previously as part of the alignment studies designed to deliver on the objectives of the then GDA Transport Strategy. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>There is no inconsistency with the EIA Directive. All options remain open to the Board in relation to this location. The critical factor in favour of the station at this location are the policy decisions and supporting analysis outlined above and not the permitted enabling works.</p> <p>TII rejects the assertion that the inclusion of a roof slab at Two Grand Parade has prejudiced the EIA process. The MetroLink Enabling Works were a modest change to the Two Grand Parade design that preserved the option to deliver a station at the location identified in the Emerging Preferred Route Report and was fully within the Board's remit as part of its consideration of the proper planning and sustainable development of Dublin City.</p> <p>The decision to grant permission for Two Grand Parade, which included the MetroLink Enabling Works, was challenged by way of judicial review, but the judicial review was withdrawn. The objections now raised attack the validity of that decision, which is prohibited by Section 50 of the Planning and Development Act 2000.</p>



Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
				<p>The MetroLink advanced enabling works is not an integral part of the MetroLink proposal. The construction these works allowed a key site with commercial zoning to proceed without prejudicing the delivery of a MetroLink station at this location. The Board remains entitled to refuse permission for a station at this location or seek revised designs if it has any concerns with the effects of the MetroLink advanced enabling works on the environment. TII has already outlined why, in its view, the Board can and should grant a Railway Order for the construction of the station at this location.</p> <p>The reference to retention permission is fundamentally mistaken. The MetroLink advanced enabling works are permitted by the permission for the office development. Its construction does not require any retrospective consent. The Railway Order will not purport to authorise any development retrospectively.</p>
8	2. Executive Summary  Charlemont Station Box Not Permitted/ Unauthorised Development	4	<p>The current Railway Order and associated EIAR acknowledges that the enabling works including the construction of the Station Box at Charlemont has already occurred. TII appear to suggest that these works were permitted under the planning permission for the Office building at 2 Grand Parade. That commercial office development required normal planning permission to be obtained under the Planning and Development Act 2000. However, the Metro Station Box works are "railway works" and cannot be granted permission under that Act. Instead, they require a separate application for, and grant of, a Railway Order under the Transport (Railway Infrastructure) Act 2001. No Railway Order was obtained for the Charlemont Metro Station Box and therefore these railway works were not authorised and could not be lawfully undertaken.</p> <p>Moreover, the Charlemont Station Box is an unauthorised development that also required an EIA and as such, under legislation, the Board is compelled to refuse to consider any application for its retention. Clearly Charlemont Station is an integral part of the Metrolink proposal and the subject Rail Order Application. The Board, therefore, cannot grant the current Rail Order as to do so would a) facilitate the circumvention of the EIA Directive by the splitting of projects and b) amount to a retention permission which it is compelled to refuse. Effectively, Charlemont Station cannot be considered as usable for the Metrolink project because it will remain legally unsafe.</p>	<p>The claim -that a Railway Order is needed to authorise any works that fall within the definition of railway works is mistaken. The definition of "railway works" is "any works required for the purposes of a railway or any part of a railway, including works ancillary to the purposes aforesaid such as parking by buses or by persons using vehicles who intend to complete their journey by railway, and relocation of utilities, and in this definition “works” includes any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair."</p> <p>The definition is expansive and is designed to facilitate the inclusion of ancillary development within a railway order. It is not intended to preclude the authorisation of ancillary development through other processes. The MetroLink Enabling Works are like any number of other works that ancillary to a railway, like power supply, roads (in the case of on-street light rail) or the buildings that provide support for light rail electrification.</p> <p>Please refer to response (7) above.</p>
9	2. Executive Summary - Charlemont Station Box Not Permitted/ Unauthorised Development	4	<p>This design and alignment of the Charlemont Station Box is very significantly different to the proposal in the Preferred Route consultation. No notice was made to the public of the proposed changes and there was no opportunity for affected parties to make comment.</p> <p>In the event of a future Luas tie-in, which the NTA/TII says "will remain a likely option for the future", the implications of the now locked-in (built) station alignment are profound. It will result in the demolition of houses on Manders Terrace, Charleston Road and will require the demolition of 11 houses and 24 apartments on Oakley Road. None of these houses and apartments would be demolished under the earlier design that was presented in the Preferred Route Consultation.</p> <p>Not only was no notice given to affected parties, but the implications of the new alignment are now known to the Applicant and yet it is not presented in the EIAR of the Rail Order Application. Case law has clearly established that an EIAR must "...<i>take account, as far as practically possible, of potential later phases...</i>". The EIAR is again inadequate and disingenuous in not presenting the known facts.</p>	<p>Response (6) explains why TII do not consider the design and alignment of the station box at Charlemont applied for by the Railway Order application differs significantly to that consulted on at the Preferred Route stage of the Project.</p> <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is misleading to say that there are profound implications associated with the "station alignment" being "locked-in". Any piece of infrastructure once constructed is "locked -in" i.e. it cannot move, but this "station alignment" does not lock in future extensions to the south. The Charlemont station location will allow for future alignments to the south, south west or south east as required in the future. The statement that the decision to locate a station at Charlemont will result in the demolition of properties in Ranelagh is not correct for the reasons explained by response (6) above.</p>

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
10	2. Executive Summary  Inadequacy of the Rail Order Application and Scheme Detail	4	Overall, we consider the detail of the Railway Order Application to be inadequate. These inadequacies are considered throughout this submission and in the other two CDCG submissions (especially in relation to issues such as Vehicular Traffic and Parking, Proposed Traffic Measures, Pedestrian Traffic, Drop-off, Noise, Disturbance, and Impact upon Amenities in the Vicinity of Charlemont Station). The lack of detail is in no small part due to the procurement method adopted by the Applicant, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a Railway Order consent. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a Rail Order could be granted by An Bord Pleanála (ABP).	<p>TII have responded each of the -alleged inadequacies referred to in this submission and the other two CDCG submissions referred to, explaining why TII consider the detail provided in the EIAR is appropriate for the Railway Order application. The alleged deficiencies in the assessment are stated in general terms and are not particularised by reference to the guidance in the EIAR (or indeed any other guidance).</p> <p>There is no connection between the selected procurement method and the level of design for the Railway Order application. The level of design undertaken is appropriate for a Railway Order application, noting that the design to inform the Railway Order application has been developed to Preliminary Design level. This Preliminary Design provides the required level of detail to inform the EIAR, and the level of design presented and used to inform the EIAR is consistent with previous successful Railway Order applications and appropriate guidance. The EIAR has identified, described and assessed all of the likely significant effects of the project on the environment.</p>
11	3.1.2 Construction Phase	6	The predicted construction period is 9.25 years. Standard working hours will be 07.00 hours to 19.00 hours on weekdays, with 30 minute site preparation time either side of these hours (excluding Bank and Public Holidays) and 07.00 hours to 13.00 hours on Saturdays. However, section 5.2.4.2 of the EIAR indicates that; " <i>Excavation in rock: at some stations excavation of rock will be carried out during standard hours, but on a 7 day a week basis and for all intervention tunnels (drilling and moving rock underground) will be carried out on a 24 hour a day basis for seven days per week;</i> " Charlemont Station falls clearly within these categories.	<p>Proposed Working Hours are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. The 30 minute site preparation and end of day clean-up will take place within this time frame. HGV deliveries will not be permitted outside of these hours. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for other noisy work above ground outside standard working hours for events such as concrete pours, abnormal deliveries etc. TII and their Contractor will engage with the local community and local authority to advise of any such upcoming events such as this, and will minimise any such occurrence so far as practicable.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of temporary acoustic enclosure structures for planned activities outside of the standard working hours .</p> <p>The rationale for 24/7 working on underground activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers). In addition progressing this work 24 hours a day will ensure that the construction phase is completed much more quickly, thereby reducing the duration of effect on nearby sensitive receptors, including the dwellings of members of the observer group.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed temporary building located above the access to the SCL work site on the south east corner of the compound will control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p>
12	3.1.2 Construction Phase	6	These limits of deviation may be very significant in on a tight site like Charlemont Station.	The station at Charlemont will be carried out within the footprint of the MetroLink Enabling Works unless modified by An Bord Pleanála. Assuming that the Board grants a Railway Order for an unmodified design at this location, TII will accept a condition that restricts the Limits of Deviation for this station.
13	3.1.3 Scheme Detail	7	Overall, we consider the detail of the railway order application to be inadequate. These inadequacies are considered throughout this submission. The lack of detail is in no small part due to the procurement method to be adopted, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a railway order consent. Our clients have been advised by RINA that only about 30% of the detail will be presented in the Rail Order Application and therefore it is impossible for the residents to be able to assess the impact of the proposal. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a Rail Order could be granted by An Bord Pleanála (ABP).	<p>Please refer to response (10) above.</p> <p>It is not clear to what the "30%" is referring to, but as explained by response (10) above, a Preliminary Design provides the required level of detail to inform a Railway Order application. A Detailed Design is needed for construction but not to inform an EIAR and a Railway Order application.</p>



Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
14	3.2.1 Operational Phase	9	Charlemont Station design drawing - Figure 2: Charlemont station surface layout from page 15 of the submission, is inconsistent with the Charlemont Station drawing in Volume 4. Railway Order Plans\Drawings - Structures Details Book 2 of 3 MetroLink Stations Dublin City Council which shows traffic lights on Grand Parade, a drop-off zone that cuts across the existing cycle path and is accommodated by a new footpath that cantilevers over the canal. The implication of these proposed traffic measures surrounding Charlemont Station are set out in Section 6.12 of the submission.	A small inconsistency has arisen as a result of the inclusion of a 'drop-off' for persons of restricted mobility only not being included in the Figure 2 referred to. This is simply the result of a change being made to the RO drawing before the application was submitted and the corresponding required change to Figure 2 being inadvertently overlooked.  The drawing from Volume 4 'Railway Order Plans\Drawings - Structures Details Book 2 of 3 MetroLink Stations Dublin City Council presents exactly was is being applied for under the Railway Order application.  TII have responded to section 6.12 below.	
15	3.2.1 Operational Phase	9	An intervention tunnel is proposed for emergency evacuation from the tunnel south of Charlemont Station. This will be a mine and blast construction, utilising concrete spray construction methodology.	Please note that there is an error in Table 14.13 of the EIAR where it is outlined that drill and blast will be used at "all underground stations and intervention tunnels". A number of amendments were made to the proposed construction methodology for the intervention tunnel south of Charlemont and these were assessed in the EIAR. The intervention tunnel alignment has been dropped to mitigate impacts and the tunnel will be excavated by mechanical means only and blasting will not be required at this location. Both of these interventions were proposed to reduce potential effects arising from the construction of the intervention tunnel.	
16	3.2.1 Operational Phase	10	The EIAR indicates that the Charlemont Station is dependent upon the structural deck which has already been constructed and purports to be pursuant to the planning permission for a commercial development at No.2 Grand Parade under P.A Reg. Ref 2373/17 (ABP PL29S.300873) and subsequently amended under PA Reg. Ref 4755/19. (This station box work is an Unauthorised Development and is discussed in detail in Section 6.10 below).	Please refer to response (7) above.	
17	3.2.2 Construction Phase	10	The principal access and egress to the construction compound will be from the south via Dartmouth Road. Dartmouth Road will be partially closed (one way traffic only) for 12 to 18 months for utility diversions and fully closed for between 24 and 30 months for the main station construction works. However, Appendix 5.2 of the EIAR outlines construction schedule and it indicates that the Charlemont Station Compound/Deep Station has a 102 month construction period from Q3 of Year 1 to Q4 of Year 9. This is a significant contradiction in the EIAR documentation, which has very significant impacts upon the residents in the area, particularly for those living on Dartmouth Road.	The overall construction of the works at Charlemont Station is anticipated to be 102 weeks, see EIAR Chapter 5: MetroLink Construction Phase, Table 5.15.  Two options have been considered in the EIAR to construct the station under Dartmouth Road. Both options utilise a top down construction method for the station, meaning that Dartmouth Road is only closed long enough to facilitate access to the site and the installation of the foundation piles and roof slab of the station, before utilities are rediverted back along Dartmouth Road and the road reinstated, with the remainder of the works continuing underneath.  The first option considered allows for no vehicle access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-72 to 8-78. This option results in a full closure of Dartmouth Road of up to 5 years to facilitate access (utility diversions, temporary works etc.) to the site and the installation of the foundation piles, roof slab of the station and reinstatement.  The second option (The Developer Alternative Construction Methodology) considered, and proposed by the Railway Order application to maintain access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-79 to 8-87. This option involves two stages on Dartmouth Road: a partial closure; followed immediately by a full closure of Dartmouth Road. The full duration of these consecutive activities is estimated to take 4 years.  - Partial Closure: To close Dartmouth Road for the works, the utilities have to be diverted. Subject to Statutory Undertaker approvals (ESB, Eircom etc.) this process is estimated to take up to 18 months, while access is maintained along Dartmouth Road via a proposed single lane closure.  - Full Closure: Once the utilities have been diverted, the road is then shut to through traffic (pedestrian access is maintained) and is estimated to take up to 30 months to complete the piling, and roof slab. The utilities and road will then be reinstated and road reopened.	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
18	4. History of the Project 4.1 Introduction	11	It demonstrates that the project has not maintained pace with the evolution of policy as considered in the following section.	TII do not agree. The Project, including the station at Charlemont, as noted previously, is in step with the latest policy, the GDA Transport Strategy 2022-2042.
19	4.3.2 DART Underground	13	The western side of the Green should be the starting point, as this is where the Luas station is and where the previously permitted Metro North and Dart Underground would have interconnected.	Response (5) that explains why a station on St Stephen's Green West is not preferred.
20	4.3.3 Transportation Modelling for the Transport Strategy for the Greater Dublin Area 2016-2035	13	The St. Stephen's Green hub was to be the main point of integration between services. All of the modelling was based on the Metro project aligning on the western side of St. Stephens Green and integrating Metro, DART underground and Luas services at this point. Increasing the distance between stations (i.e. between Metro/DAT and Luas) will undoubtedly result in time penalties for interchanging between services, thereby making it less attractive.	It is of note that the current GDA Transport Strategy is 2022-2042. Response (2) above expands further regards the relevance of this and response (5) explains why a station on St Stephen's Green West is not preferred.
21	4.3.4 New Metro North - Luas Green Line Tie-In Study (March 2017)	13	However, it is evident that with the policy abandonment of the conversion of Luas Green Line to Metro South in the next 2 to 3 decades, the concept of a tie-in and interchange with Luas Green Line must be radically re-imagined. Policy objectives now require a city centre hub to be created that is capable of facilitating a range of potential southern extensions that may occur in a few decades time. (Section 6.5 deals with these matters in detail).	Response (2) above explains the rationale for why Charlemont Station is proposed noting that this is in accordance with NTA's GDA Transport Strategy 2022-2042, including section 12.3.2 "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."
22	4.3.4 New Metro North - Luas Green Line Tie-In Study (March 2017)	14	As will be discussed below, the Preferred Option selected from the March 2017 Luas Green Line Tie-In Study proved to be impossible to build from an engineering perspective as it failed to incorporate the east-west sewer along the Grand Canal and the tunnel would have to go deeper under the canal resulting in too steep a gradient to meet the preferred tie-in point north of Ranelagh Luas Stop.	It is true that the original connection work as part of the EPR study did not have precise details of the sewer and when these were obtained the extent of the clash with the assumed tunnel alignment/station was identified. The subsequent assessment work for the Preferred Route identified that the tunnel and Charlemont Station could be lowered such that a track alignment could be achieved back up to the Ranelagh Luas stop by adopting a 1% gradient through the Station and a 6% gradient (maximum exceptional gradient) up to Ranelagh.
23	4.3.5 Carroll's Building (P.A Reg. Ref: 2373/17)	15	.....that previous studies had failed to have due regard to the main east west sewer along the Grand Canal, which the top of the tunnel had to pass under.	Please refer to response (22) above.
24	4.3.5 Carroll's Building (P.A Reg. Ref: 2373/17)	15	The alignment of the line also meant that any future tie-in with the elevated section of the Luas Green line to the south would have to pass through existing built areas, including a significant amount of demolition within the Ranelagh area, before tying in and replacing the elevated sections of the Luas Green line to the south.	Please refer to response (6) above.

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
25	4.3.5 Carroll's Building (P.A Reg. Ref: 2373/17)	16	However, it is quite clear that this pushed the railway alignment to the north of Charlemont in an eastwardly direction and the station at St. Stephen's Green had to be on the eastern side of the Green some considerable distance from the Luas station on the western side. No revision to the Tie-in study was undertaken during this period and the very significant implications of reorientating the station alignment at Charlemont for the future extension/replacement of the Luas Green line to the south and the station location to the north at St. Stephen's Green was not considered.	Please refer to response (6) above.	
26	4.3.5 Carroll's Building (P.A Reg. Ref: 2373/17)	16	<p>While it was quite evident that the application was premature pending the resolution and determination of the Metro Link project and the potential future alignment of the station and track alignment, the Board failed to understand the significance of their decision granting permission for the office development with the associated station box alignment, notwithstanding that it was emphasised at the oral hearing that was held on the application. The decision to grant permission effectively meant that all other decisions followed from this in relation to what is a critical piece of city transportation infrastructure.</p> <p>For some unknown reason, TII/NTA engaged in this process of station design and alignment with the developer without undertaking the appropriate studies of the implications of these actions, rather than just submitting to the Board that the office scheme was premature pending the determination of the precise alignment of Metro and the associated station design and alignment. This decision with an angled station box was contrary to the preferred option 4 (b) as detailed in the Tie-In Study of March 2017.</p>	Response (6) explains why TII does not agree; that the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area, and that it delivers an alignment that makes significant changes to the Project.	
27	4.3.5 Carroll's Building (P.A Reg. Ref: 2373/17)	17	<p>The changed alignment of the station box effectively constrained the Applicant from considering of any potential for alignment between St. Stephen's Green West and Charlemont. TII were literally boxing all parties into focussing on St. Stephen's Green East as the only station location and failed to consider station options on St. Stephen's Green West where the optimal interchange with the Luas Green Line would occur. A fundamental planning, investment and strategic transportation decision was made in relation to the Metro alignment and city centre station locations. Every study and element of the project from this point on was structured to justify this decision on Metro. The Board was not aware of the implications of its decision, yet it proceed to issue a grant of permission.</p> <p>The deeper station, fixed alignment, resulting potentially longer tunnel to the south, required demolition of houses in Ranelagh, duplication of rail infrastructure in the form of Metro and Luas, with two metro stations and two Luas stations was never the subject of a revised tie-in study with updated criteria. This transportation planning process gives rise to significant concerns in relation to public policy and the public good.</p>	<p>Response (5) explains that various station locations were considered at St. Stephen's Green and why a station on St. Stephen's Green West is not preferred.</p> <p>Response (6) explains why TII does not agree the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area and -there would be no requirement for demolition expressed by the above observations.</p> <p>Responses (1) and (2) explain the rationale for the proposed Charlemont Station and why it is not considered there is a duplication of infrastructure.</p>	
28	4.3.6 New Metro North Options Alignment Report (March 2018)	17	<p>New Metro North Options Alignment Report (March 2018) report prepared by Arup's considered a series of options, which are specified as the options considered in the EIAR. The date of this report is important, as it was undertaken and published after TII had agreed to the station box at Charlemont as part of the planning application P.A Reg. Ref: 2753/17.</p> <p>Section 4.2.2.1 of the Report states in relation to the tie in for Metro South, that:</p> <p>"In the context of this Options Study, this tie-in location is identified as a fixed location and as a result, all feasible and practicable route options for NMN within Study Area A are required to tie into this point and include for an interchange between NMN and the Green Line Luas at this location."</p> <p>It is of strategic significance, that the option of connecting Tara Street with a station on St. Stephens Green West was not considered.</p> <p>However, as indicated in the text above, the EIAR now considers the tie-in was now fixed. Not through any consideration of alternatives as part of a rail order application, but rather as a result of a decision on a commercial office development.</p> <p>On a broader point, the tie in location is identified as a fixed location in the study pre-empting the policy change in the form of a deferral of the Metro south connection. The Options study was effectively invalidated by the evolution of policy and should have been updated by a new tie-in study and a new city centre terminus study.</p>	<p>TII do not consider that the date of the report is important given that as explained by response (6) above TII does not consider the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area.</p> <p>The decision to locate a station at Charlemont was not driven by the location of a separate commercial development. The preferred route for MetroLink was published in March 2019 and was based on a comprehensive route options study as explained by response (6) above. It is incorrect to say that the proposed station location has influenced the decision not to consider station options on St Stephen's Green West. Response (5) further explains why a station on St Stephen's Green West is not preferred, and response (2) explains why Charlemont Station is proposed.</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
29	4.3.7 Initial MetroLink	19	It is no surprise that the project had to be cut back to what resembled Metro North, which was meant to be to the city centre. However, the NTA has hung onto the mega concept that it is one MetroLink project and hence their need to provide the link between St. Stephen's Green and Charlemont as an advance build towards replacement of the Luas Green Line.	Responses (1) and (2) explain the rationale for the proposed Charlemont Station noting that this is not based on an objective of an advance build towards replacement of the Luas Green Line.
30	4.3.8 MetroLink Green Line Future Demand Capacity Intervention	20	TII published a Technical Notes dated March 2019 outlining the available Luas Green Line passenger demand projections in the context of the required service capacity on the existing Luas Green Line, south of Charlemont. This technical note is referred to in Appendix A7.9 of the EIAR and a hyperlink is included as a footnote. This document effectively forms part of the EIAR, yet the hyperlink has been removed and access to the original report is not available.	The technical note referred to in Appendix A7.9 was available. However, changes made to the TII website resulted in the link being broken. This document is now available at the following link: <a href="https://www.metrolink.ie/media/4uicblph/metrolink_green_line_future_demand_capacity_intervention.pdf">https://www.metrolink.ie/media/4uicblph/metrolink_green_line_future_demand_capacity_intervention.pdf</a>  The observer can make any further comment on this document at the Oral Hearing.
31	4.3.8 MetroLink Green Line Future Demand Capacity Intervention	20	<p>Relying on the information provided in the aforementioned appendix (A7.9) indicates that the passenger numbers carried by the Luas Green Line in the busiest morning peak hour in 2017, pre-Covid, was approximately 5,000 passengers in the northbound direction. The possible introduction of new 55 metre length trams, and the extension of the existing trams , would increase the Green Line capacity up to approximately 8,000 passengers per direction per hour based on a three-minute frequency.</p> <p>The modelling projections suggest that further upgrades to the Luas Green Line to achieve a 30 trams per hour Luas service between Sandymore and St. Stephen's Green, would accommodate Luas demand to approximately 2039 in the high projection or to approximately 2049 in the low projection. The report concludes "A metro upgrade of the Luas Green Line south of Charlemont would ultimately be required in the long term although the timing of this intervention is dependent on the rate of demand growth".</p>	Its not clear what is being implied here by the respondents observation. However, TII confirm that the reports conclusion have been correctly stated.
32	4.3.8 MetroLink Green Line Future Demand Capacity Intervention	20	In relation to location of the MetroLink Station at St. Stephen's Green, "Its location on the east side of the park and not the west side as in previous alignments was dictated by restrictions on railway curvature between the two adjacent stations." The issue of the self-imposed constraint to St Stephen's Green East is considered in further detail below in section 6.5.	Response (5) explains why a station on St Stephen's Green West is not preferred.
33	4.3.8 MetroLink Green Line Future Demand Capacity Intervention	20	<p>We consider that the NTA/TII demand capacity forecasting is highly unreliable for the following reasons:</p> <ul style="list-style-type: none"><li>• In March 2017 "Luas Tie- In Study the NTA forecast Luas exceeding capacity by 2027</li><li>• One year later in March 2018 in the Emerging Preferred Route the NTA revised this forecast and said the Luas will not exceed capacity before 2042</li><li>• March 2019 in the Preferred Route the NTA said the need to replace the Luas "will not arise for some time - in the region of twenty years."</li><li>• The NTA/TII are now saying Luas Green Line capacity will not be exceeded for 2 to 3 decades.</li><li>• Furthermore, no study on the impact of the pandemic has been carried out by the NTA on the Luas Green Line capacity.</li></ul>	TII do not agree that demand capacity forecasting is unreliable. In any event, the observer has not provided any alternative basis for the Board to assess the disputed planning need for this station.

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
34	4.3.9 Jasper (Independent Review for the European Commission and Central Bank)	21	A.1.4. Have the policy and delivery assumptions been captured, challenged and agreed with all key stakeholders?  There appears to be relatively strong consensus on the project concept amongst key stakeholders, apart from isolated issues such as those impacting on the finalization of the design for St Stephens Green. It is noted that the revised design for St Stephens Green arose following the objective to provide a connection to Charlemont/Ranelagh, which is no longer considered a priority by the independent review team.  It is quite clear from this independent review that it is not considered that the final section of the Metro from St. Stephen's Green to Charlemont is a priority. This can be interpreted as phrasing indicating that it should be dropped.	Responses (1) and (2) explain the rationale for the proposed Charlemont Station. Response (5) explains why a station on St Stephen's Green East is preferred noting that this is driven by the location of Tara Station rather than Charlemont.  The Independent Review Group are an advisory group and the section to Charlemont was subsequently endorsed in the GDA Transport Strategy (and indeed the Government's approval of the Preliminary Business Case, albeit that was a financial approval which not primarily concerned with matters of proper planning and sustainable development.)	
35	4.3.9 Jasper (Independent Review for the European Commission and Central Bank)	21	A.2.1. Have reasonable alternatives been considered? Is there a clear best option? If there are several options that would meet the need, how was the robustness tested?  Interchange between Luas/Metro services is available at St Stephens Green and O'Connell Street, and the proposal to deliver through-services between Swords and Sandyford has been postponed for the foreseeable future. The justification for the connection from St Stephens Green to Charlemont/Ranelagh is based on the perceived difficulty of adding this as a separate project at a later date.  Again, the independent review returns to the issue of the justification for the last section of the line. The above quote refers to a perceived difficulty in extending the line later. It is apparent that the sponsoring authority is attempting to build as much of the MetroLink project as possible and attempting to build a rationale and justification for it.	Responses (1) and (2) explain the rationale for the proposed Charlemont Station noting that this is not based on an objective of an advance build towards replacement of the Luas Green Line. It is not based on any difficulty relating to the future delivery of the St Stephen's Green to Charlemont section of the project.	
36	4.3.9 Jasper (Independent Review for the European Commission and Central Bank)	21	A.3.1. Are project costs including contingencies and benefits realistic?  Costs and contingencies are appropriately calculated. Regarding the project's scope and design several technical aspects appear to make the project expensive: in particular the inclusion of full segregation along the 7 km section beyond the airport, the inclusion of the connection to Ranelagh/Charlemont, the use of relatively short distances between city centre stations, and very high station costs.  A.3.4. What drives the cost, schedule, benefits, productivity and performance of the project?  The main cost driver is the Civil Works Unit Cost (which only includes the base cost components without any contingencies), where the EU's average is around EUR 86m, while Metrolink costs EUR 181m per kilometre (more than double). The objective of connecting to a future upgraded Luas Green Line, providing full segregation through Swords, and the provision of large station boxes is likely to be driving this high unit cost.  The independent review was evidently very concerned about the costs and benefits of the project, highlighting the inclusion of the 7 km of segregated line beyond the Airport and the southern connection to Ranelagh. This is effectively indicating that very costly infrastructure for the state is being proposed, but which is not justified. It is also clear that the concerns over relatively short distances between stations and very high station costs will be perpetuated if the Metro gets extended through the replacement of the Luas Green Line. This will result in the 700m distance between the Canal and Ranelagh having 2 Metro Stations (Charlemont and a new Ranelagh metro station at Oakley Road) and 2 Luas Stations (the existing Charlemont and Ranelagh stops). Clearly this will stitch in high costs for future development and an overdevelopment of rail infrastructure in a very small area.	Please refer to responses (1) above that explains The Board is not responsible for any decisions in relation to the funding the Project and that infrastructure is being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running. In any event, all of the information referred to was taken into account by the Government when it approved the Preliminary Business Case.  As previously noted, the NTA's GDA Transport Strategy 2022-2042, section 12.3.2 states "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise." The emphasis is on "potential" and "should sufficient demand arise", it is therefore not appropriate to assume there will be a new Ranelagh metro station at Oakley Road as suggested. Any future decisions taken regards metro will be the subject of future further study and consideration if deemed required.  Responses (1) and (2) provide the rationale for the proposed Charlemont Station.	
37	4.3.9 Jasper (Independent Review for the European Commission and Central Bank)	21	A.4.8. Should the project be broken down into smaller steps?  The connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line (subject to an improved understanding of how this could physically be delivered in a scenario with metro operational).  This conclusion was made as recently as May 2022. There needs to be greater clarity on what is being proposed to the Green Line.	Responses (1) and (2) provide the rationale for the proposed Charlemont Station.	

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
38	4.3.10 MPAG Review Note (June 2022)	22	<p>6. There are concerns that the current route duplicates other public transport services and planned transport interventions in the corridor, potentially leading to demand abstraction. Undermining the viability of other transport services may cause difficulties in the planning process. Up to date analysis of the cumulative impacts of major public transport services in the vicinity of Metrolink (existing and planned) is needed in order to confirm the project need and to justify the selection of the most appropriate project design both within the environmental assessment materials and the business case. The potential for likely long-term traffic management on the road networks is not factored in"</p> <p>The cumulative assessment is required at strategy level and project level, yet this is not provided in the subject Railway Order Application.</p>	<p>Response (1) above addresses why infrastructure between St Stephen's Green and Charlemont is not deemed to be duplicated.</p> <p>EIAR Chapter 3 Background to the MetroLink Project, section 3.1 notes that the "This Chapter presents a review of the need for the MetroLink project (hereafter referred to as the proposed Project) in the context of the historical development of a proposed metro system for Dublin as supported by transport and planning policy since 2001. The need for the proposed Project is discussed based on reference to the current challenges identified in relevant plans and policy documents and how these challenges would be met by the proposed Project. All policy documents referenced in this Chapter are publicly available documents and can be sourced from the documents authors. Alternatively, each of these documents, listed by section 3.1 can be downloaded from the website <a href="http://www.MetroLink.ie/background">www.MetroLink.ie/background</a> information."</p> <p>EIAR Chapter 9, Traffic and Transport assesses the impact of the MetroLink Project on Traffic and Transport during the Construction Phase and Operational Phase and includes impacts on public transport. Key indicators such as public transport mode share improve with the delivery of MetroLink. As shown in Appendix A9.2-M Traffic and Transport Assessment - St Stephen's Green, all model zones along the section of the alignment between St Stephen's Green and Charlemont see up to a 5% increase in public transport mode share.</p>	
39	4.3.10 MPAG Review Note (June 2022)	22	<p>In reflecting the conclusions of the independent review, the MPAG (Major Projects Advisory Group) report states:</p> <p><i>"7. The rationale for extending the preferred scheme to Charlemont is noted by JASPERS as "strategically weak" given the additional costs involved and the duplication of the LUAS Green Line which also provide a public transport service to the areas of the city centre in question. To counter this point by JASPERS, NTA/TII make a case for the terminus at Charlemont that better provides for a future connection into a new south side transport scenario, whatever that may look like."</i></p> <p>Rather than addressing this issue, effectively the NTA/TII would be reinforcing the problem by duplicating more infrastructure further south to Ranelagh and creating more drivers of high unit costs.</p> <p>A further report has been included in the railway order application, which compares the St. Stephens Green terminus with the Charlemont Terminus. It is apparent that the project has been effectively designed as a standalone civil engineering project, rather than as part of an integrated transportation network. There is a very unclear rationale as to why the southern section from St. Stephens Green to Charlemont has been included, as it has changed from being a necessary connection to the Green Line for upgrade to Metro; to interchanging with the Luas Green line; to perceived difficulties of adding this later.</p>	<p>Responses (1) and (2) provide the rationale for the proposed Charlemont Station.</p>	
40	5.1.1 National Planning Framework (NPF) (Project Ireland 2040)	23	<p>.....Once completed Metrolink will provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.....</p> <p>The NDP refers to Dublin City Centre, the definition of which arises from the provisions of the Transport Strategy for the greater Dublin Area.....The city centre is defined as the area bound by the Royal and Grand Canals.</p>	<p>Metrolink does achieve the objective of a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre</p> <p>Responses (1) and (2) provide the rationale for the proposed Charlemont Station.</p> <p>Please refer to response (43) regards concern that Charlemont Station lies just outside the defined city centre.</p>	
41	5.2.2 Draft Transport Strategy for the Greater Dublin Area 2022-2042	24	<p>It is significant that the post-2042 light rail network does not include any extension of Metro to the south. Furthermore, as outlined above the real optimal interchange with the Luas Green Line is at St Stephen's Green West. However, due to the advance building of the Charlemont Station Box (with its more easterly alignment at its north end), the NTA/TII constrained itself from considering of any potential for alignment between St. Stephens Green West and Charlemont.</p>	<p>Response (5) above explains why a station at St Stephen's Green West is not preferred.</p>	



Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
42	5.2.2 Draft Transport Strategy for the Greater Dublin Area 2022-2042	25	<p>It is not part of the Strategy, even post 2042, to upgrade the Luas Green line to metro standard. The city will be served by Luas, a single Metro line to the Airport and a much expanded DART service. This will include the DART underground between Spencer Dock and Heuston Station. The planned overall network is illustrated in the figure below.</p> <p>It must be noted that the Strategy is currently only in draft form. The Board should not be bound by its provisions, but should have regard to the light rail network that is emerging. In particular, if the Board refuses to confirm the connection between St. Stephens Green and Charlemont, undoubtedly the final adopted strategy will take this into account.</p>	<p>TII would note the GDA Strategy 2022-2042 states "In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin."</p> <p>Since the date of the RO submission, the NTA’s GDA Transport Strategy 2022-2042 has been adopted.</p> <p>The Metrolink route does not in any way impede future connectivity or integration to a future Dart underground scheme.</p>
43	5.3.1 Dublin City Development Plan 2016 - 2022	25	<p>The City Centre is defined as the area covered by Z5 zoning, where the objective is "To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity". On the south side of the city, the zoning only extends from the Liffey to St. Stephens Green and Camden Street. From a policy perspective, the Inner City is the area that falls between Grand and Royal Canals. In this regards, not only does the Charlemont Station not fall within the City Centre area, as defined in the Development Plan, it does not even fall within the area designated as Inner City. It may therefore be classified as Outer City. The area around Dartmouth Square is covered by zoning objective Z2: "to protect and/or improve the amenities of residential conservation areas."</p> <p>The following policy also applies:</p> <p>MT4: To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, improvements to the bus network in order to achieve strategic transport objectives.</p> <p>St Stephen's Green, the South Georgian Core and the Grand Canal are designated as "Conservation Areas" in the current DCDP 2016-2002</p>	<p>As outlined in Section 4.5.18.6 of the Planning Report, the majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z6 with the objective “To provide for the creation and protection of enterprise and facilitate opportunities for employment creation”. The Station has been designed so that it is integrated with the third party redevelopment currently under construction overhead. Furthermore, the construction of a station is Permissible under the Z6 zoning objective, and as such the Proposed Project is consistent with the zoning objective. While not within the City Centre as defined in the development plan, the lands are within the inner suburbs, where development is supported by way of Policy SC8 of the Dublin City Development Plan 2022-2028, “To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.” Specifically, a station at Charlemont is identified and supported as part of Metrolink within Policy SMT22 of the development plan. The design of the station, integrating with intensive development overhead is entirely consistent with the policies of the plan.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2028 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area” (See Table 3.11 of the submitted Planning Report). The MetroLink station and associated works will not have a negative impact on the amenity or architectural quality of the area, apart from temporary impacts during the construction phase that will be mitigated as outlined in the EIAR.</p> <p>The element of the Project within the Z2 zoning area will affect a below ground area only and will not compromise the land use objective for the lands overhead.</p>
44	5.3.2 Dublin City Development Plan 2022 - 2028	26	Furthermore, the Rail Order proposes that Charlemont is "the optimal location for interchange with the Green line" rather than attempting to make the optimal interchange with one of the Plan's "key interchanges" on St. Stephen's Green West.	Response (5) explains why a station on St Stephen's Green West is not preferred.

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
45	5.3.2 Dublin City Development Plan 2022 - 2028	26	This Draft Development Plan has been informed by the proposals contained in the Draft Transportation Strategy for the GDA, as detailed above. However, it is noted that provisions of the Draft Development Plan do not accurately reflect the proposals in the Transport Strategy. For example, the Draft Development Plan illustrates the MetroLink project continuing on in a southerly direction, with a tie in at Ranelagh. However, this is quite clearly not proposed in the Draft Transportation Strategy. It is noted that the Draft Development Plan was drafted prior to the Draft GDA Transport Strategy.	<p>Since the date of the RO submission, the NTA’s GDA Transport Strategy 2022-2042 has been adopted and notes the following:</p> <p>Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> <p>In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.</p> <p>The inconsistencies referred to have been resolved with the finalisation of the Development Plan and GDA Transport Strategy.</p>	
46	6. Points of Submission 6.1 Introduction	28	It is apparent that this important project has been designed in the context of a disjointed evolution of a policy framework and has been driven, and indeed prejudiced, by private development proposals on the Carrolls Building site.	Responses (1) and (2) provide the rationale for the proposed Charlemont Station, and response (6) explains why the station box location is not fixed by the Charlemont Development.	
47	6.2 Compliance with Policy	28	<p>In summary, the policy of the current Transport Strategy for the Greater Dublin Area 2016-2035 only covers the Metro North element from Swords/Airport to the City Centre. This should then be followed by capacity increases of the Luas Green Line services. This capacity increase has not yet been undertaken and the modelling projections suggest that further capacity increases to the Luas Green Line to achieve a 30 trams per hour Luas service between Sandyford and St. Stephen's Green, would accommodate Luas demand to approximately 2039 in a "high projection" scenario or to approximately 2049 in the "low projection" scenario. No part of Metro South should be considered until after the Luas services have been enhanced. Furthermore, it is evident that Metro South is being dropped, as reflected in the revised Draft Strategy. The Minister for Transport must formally approve the strategy for it to have full effect. Under section 31J of the Planning and Development Act, the Board must, in carrying out its functions, ensure that the GDA transport strategy ".....<i>shall be a consideration material to the proper planning and sustainable development of the area or areas in question.</i>"</p> <p>The NTA/TII has prioritised a Luas Green Line Tie-in over a fully functioning City Centre Terminus. This means that for the NTA/TII, it is more important to build the Charlemont Metro Station now in order to achieve this potential outcome 2-3 decades in the future, then it is to build a City Centre Terminus now that can connect to multiple modes of transport during the next 2-3 decades.</p>	<p>In responses (1) and (2) above we have noted that since the date of the RO submission, the NTA’s GDA Transport Strategy 2022-2042 has been adopted and confirms Charlemont as a station location. Further, the current Transport Strategy for Greater Dublin Area (2022-2042) considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>Responses (30) and (31) has explained why capacity increases to the Luas Green Line to achieve 30 trams per hour Luas service between Sandyford and St. Stephen's Green is not proposed.</p> <p>The rationale for the proposed station at Charlemont is explained by responses (1) and (2) above, and response (5) explains why a station on St Stephen's Green West is not preferred The project has been designed to ensure that the proposed city centre station locations and Charlemont will provide sufficient capacity to meet the requirements of the city centre while forming part of an integrated transport network, by facilitating interchange with Dart (at Tara St) and Luas (at Charlemont).</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
48	6.3 Material Contravention of the Dublin City Development Plan and Loss of Amenity	29	<p>We strongly contend that the proposed development in the Charlemont &amp; Dartmouth area during its long construction phase and its operational phase, will result in a serious loss of residential amenity for occupiers in the surrounding area. This is demonstrably contrary to the zoning objective for the area, which is objective Z2: "<i>to protect and/or improve the amenities of residential conservation areas.</i>"</p> <p>Section 6 of the Planning Report accompanying the Rail Order Application includes a material contravention statement. It states:</p> <p><i>“In consideration of the fact that the proposed project is of strategic importance to the long term development of the Dublin region for land-use and transport and has been specifically identified as being of national importance in the National planning Framework, National Development Plan and other key statutory documents, it is considered that there is ample justification for An Bord Pleanála to permit a Material Contravention of the relevant Development Plans.”</i></p> <p>This material contravention statement is wholly inadequate as it does not specify which development plan the development materially contravenes. Furthermore, this material contravention is not specified in the public notices and therefore the public are not made specifically aware that the Railway Order Application materially contravenes a development plan which has been adopted by locally elected representatives. Furthermore, that section of the project that is south of St. Stephen’s Green is outside of transport policy objectives. The Application is therefore fundamentally flawed.</p>	<p>As outlined in Section 4.5.18.6 of the Planning Report, the majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z6 with the objective “To provide for the creation and protection of enterprise and facilitate opportunities for employment creation”. The Station has been designed so that it is integrated with the third party redevelopment currently under construction overhead. Furthermore, the construction of a station is Permissible under the Z6 zoning objective, and as such the proposed Project is consistent with the zoning objective. While not within the City Centre as defined in the development plan, the lands are within the inner suburbs, where development is supported by way of Policy SC8 of the Dublin City Development Plan 2022-2028, “To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.” The design of the station, integrating with intensive development overhead is entirely consistent with the policies of the plan.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2028 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area” (See Table 3.11 of the submitted Planning Report). The element of the Proposed Project within the Z2 zoning area will affect a below ground area only and will not compromise the land use objective for the lands overhead.</p> <p>Furthermore, it is agreed that the short-term implications for local residents will be significant as the proposed Project progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts so they are not significant, with the exception of the short-term passing of the TBM for the reasons explained by section 4.2.2 Construction Phase (b) Noise and Vibration. For the operations phase, all environmental impacts are mitigated so they are not significant. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>Metrolink with a station located at Charlemont is specifically identified in the Greater Dublin Area Transport Strategy 2022-2042 and is specifically supported, including Charlemont station, in policy SMT22 of the Dublin City Development Plan 2022-2042 “To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: • DART + • Metrolink from Charlemont to Swords • BusConnects Core Bus Corridor projects • Delivery of Luas to Finglas • Progress and delivery of Luas to Poolbeg and Lucan”.</p> <p>Therefore, the Proposed Project complies with the policies and objectives of the relevant development plans at this location.</p> <p>The significant effects of the Proposed Project on the environment, including those in the vicinity of Charlemont Station, have been fully assessed in the EIAR that accompanies the Railway Order application.</p> <p>The Transport (Railway Infrastructure) Act 2001 does not require the applicant or the Board to take any additional procedural steps to apply for or grant a Railway Order that involves a material contravention of the development plan. While TII's position there is no material contravention of the development plan, it has referred the Board to the criteria that are relevant to the Board's decisions to grant planning permission in material contravention of the development plan should the Board take a different position. The 2001 Act does not refer to those criteria, but they are clearly matters that the Board would consider in the event it took the view that the proposed Railway Order involves a material contravention of the development plan.</p>

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
49	6.4 Strategic Need and Business Case	29	<p>.....It is envisioned that the tunnel that extends 350m past the Charlemont Station will be connected to tie-in at-grade with the existing Luas Green Line in order to facilitate the full replacement of the Green Line to metro standard. This tie-in connection will involve a top-down construction method which will have devastating implications for houses in Ranelagh, with the demolition of Manders Terrace and half of Oakley Road (see section 6.11).</p> <p>All options considered in the multi-criteria analysis as detailed in Appendix B of the Business Case start at Charlemont. None start at St. Stephen's Green (either east or west). The southern starting point for the entire project is flawed and does not reflect the current policy in relation to Metro North, as detailed in the current Transport Strategy, that it should be the city centre only. Furthermore, the policy context for the Business Case does not refer to the Draft updated Transport Strategy for the GDA 2022-2042, which abandons the Metro South Project in its entirety.</p> <p>The unit cost of Metro is c€322 per kilometre, which is compared to a European average of c€122m per kilometre. The Metro cost is an average of over and underground. The alternative termini study furnished as part of the EIAR estimate that the southern section between St. Stephen's Green and Charlemont (including a tunnel extension to facilitate a switch back) will cost €650m. This is a very significant cost to the State, particularly in a situation where the benefits are not evident, as the service duplicates the Green Line between St. Stephen's Green and Charlemont. This concern was raised in the JASPERS independent review and reflected the MPAG Review, where the link was considered to be 'strategically weak' and duplicated other fixed rail services. It was requested that these matters be addressed prior to a Stage Gate decision by Government. The Business Case was revised to reflect increased costs and different assumptions. The inflation assumptions were rebased from Q4 2019 prices to Q4 2021 prices. However, this rebasing totally misses the current surge in inflation resulting from energy price increases and the war in Ukraine. The revised cost benefit ratios (CBR) reduced from between 1.4 to 2.5, to between 1.1 and 2.0. If current inflation is taken into account, which it would be as part of the assessment of this project, the cost-benefits of the project is likely to be below required thresholds.</p> <p>Probably the most costly section of the project is between St. Stephen's Green and Charlemont. Omission of this section would significantly improve the CBR figures, so that it will actually have a chance of passing the next stage of the Business Case process and the decision-making by the Government at the next Stage Gate 2 at the pre-tender approval stage.</p> <p>Surprisingly, the final Business Case (presented to Government for Decision Gate 1 on the 4th July 2022) did not address all of the points of concern raised in the MPAG Review of 21st June 2022. In particular, the business case has not addressed the principal concern of the JASPAR review, that the section to the south of St. Stephen's Green was 'strategically weak'. As indicated above, the original Business Case of February 2021 advocated this link on the basis that it was required to tie in and replace the Luas Green Line services, although this was overtaken by the emerging Draft Transport Strategy which effectively considers dropping the south side metro element.</p> <p>The critical issue is that the MetroLink section from St. Stephens Green East to Charlemont duplicates the Luas Line Green services. The Draft Transport Strategy indicates that an enhanced Luas Green Line will have capacity to 2039 and beyond and hence its replacement to Metro is not required. The JASPERS review concludes that the connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line.</p>	<p>Please refer to responses (1) above that explains The Board is not responsible for any decisions in relation to the funding of the Project.</p> <p>Response (6) explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line.</p> <p>As previously noted, since the date of the RO submission, the NTA’s GDA Transport Strategy 2022-2042 has been adopted and confirms Charlemont as a station location.</p> <p>Response (1) above explains the position regards funding of the project, and response (1) and (2) also provide the rationale for the proposed Charlemont Station, including why there is not considered to be an unnecessary duplication of infrastructure between St. Stephen's Green and Charlemont.</p>

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
50	6.5 City Centre Hub Location & Prejudicing Options for Expansion of the Transport Network	28	<p>.....we contend that strategically, even if an extension to Metro were to be considered at some stage in the future, the starting point for an extension should be St. Stephens Green and not Charlemont.</p> <p>To make Charlemont the starting point for future planning of the rail network is fundamentally and conceptually flawed. For example, any metro spoke to the south-west of the city which would start from Charlemont (given the fixed alignment of the metro station box) would have to cross back under the Luas Green Line, resulting in very significant costs and be of limited value over the distance where the line would duplicate the Luas services. This would significantly undermine the business case of such a project. Spokes in the wheel would be crossed and buckled. While the alignment of the station box at Charlemont does lend itself to onward extension to the south west, such an alignment would miss the opportunity to provide a station in the south inner city/Portobello/Rathmines. This is because spoke is starting too far from the real hub of St. Stephens Green.</p> <p>Extending to Charlemont now:</p> <p>bypasses valuable underserved areas and thereby reduces the "Benefit to Cost" ration of a South West (SW) Corridor in the future.</p> <p>makes an upfront payment of €650m towards the future replacement of the Luas Green Line</p> <p>By denying a SW route the benefits of starting at St Stephen's Green and getting the current metro project to subsidies the first station, Charlemont effectively “locks-in” the Green Line Replacement 2-3 decades in advance of the requirement to make a decision.</p> <p>The 360m tunnel extension to the south on a fixed alignment prejudices future service to south Rathmines for example. It effectively locks in an alignment without proper consideration the impacts of this on properties and transport options.</p> <p>In the context of facilitating alternative southern metro routes there is no advantage in building the metro tunnel to Charlemont at this point. Clearly the only way to get a return on the additional €650m cost to Charlemont is to tie-in with the Green Line. Therefore the value of the Charlemont station is totally predicated on replacing the Luas Green Line and that locks-in future decisions several decades in advance of the requirement.</p>	Responses (1) and (2) above explain the rationale for a proposed station at Charlemont, including that Charlemont will facilitate any future extension to MetroLink south, south west or south east. Response (5) explains why a station on St Stephen's Green is not proposed.	
51	6.5.1 City Centre Interchange	32	<p>The figure below (reference Figure 14), which is extracted from the EIAR, illustrates that there is effectively no interchange with other public transport services other than Luas. There are no bus stops near the Charlemont Station.</p> <p>The figure below, which is taken from the NTA's website, illustrates the network of public transport networks. It can be seen clearly there is a dense network of bus connects, Luas and DART services in and around St. Stephens Green. In contrast there is no network of public transport around the Charlemont Station. This is not the correct location for a city centre terminus interchange.</p> <p>We also note that TII has attempted to make a virtue of lack of interchange at this city centre terminus. The slide below is from meeting held between TII and CDCG on the 3rd March 2022:</p> <p>More akin to terminus of urban metro systems - not mainline train station; No Drop off location; No Taxi Rank Drop off; Restricted Parking - Parking for residents only;</p>	<p>The Station is intentionally designed with only one drop-off for persons of restricted mobility only. As detailed in EIAR Chapter 6, MetroLink Operations and Maintenance, the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport, to discourage the use of private vehicles. Charlemont Station provides a short interchange distance to the Green Line, as well as being within a 5-minute walk of BusConnects proposed A Spine and E Spine routes. The provision of drop-off facilities have been considered during the design process with such facilities only provided at locations that are less likely to encourage unnecessary short journey car trips in the local area.</p> <p>The modelling data shows that there will be significant growth in public transport usage in trips to and from the city centre area, resulting in an increase of up to 43,000 public transport trips over the 12hr day. There will be a corresponding reduction of over 14,000 car trips along the alignment from Northwood to Charlemont, reducing demand on the road network. The provided interchange with the Luas Green Line at this location is also anticipated to reduce vehicle demand from the south of the city (via Ranelagh) as a result.</p> <p>During the operational phase, Dartmouth Road will have a new pedestrian crossing, one of which is located towards Ranelagh Road. The provision of this crossing will also act as a traffic calming measure on Dartmouth Road.</p> <p>As noted above, a drop off point will be available on Grand Parade for persons of restricted mobility. In this context, it is proposed that the number of drop offs will be minimal and as such will not impact traffic movements significantly.</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
52	6.6.1 Alignments & Stations	35	<p>.....NTA/TII have not properly examined the options for interchange at St. Stephens Green. The western route options considered in the EIAR included stations at St. Stephens Green West. These options arose for the New Metro North Alignment Options Report March 2018 (see Figure 6 above). This however contradicts those detailed Appendix B of the Preliminary Business Case, which outlined 10 route options for the southern section of the project, none of which included a station at St. Stephens Green West. The penultimate station before Charlemont on the western alignment was at College Green. It therefore appears as though the Government has let the railway order proceed to the planning stage on the basis of inaccurate information.....</p> <p>The alignment choices "to determine the most appropriate termination location for the MetroLink project" should have investigated three options : St Stephen's Green West, St Stephen's Green East and Charlemont. St Stephen's Green West becomes a viable option once the self-imposed constraint of forcing a connection to a Luas Green Line tie-in location is removed. Indeed, a carefully designed St Stephen's Green termination point (West or a more connected version of East or a hybrid) would provide a superior connection to the Luas Green Line and maximise the scope for future southern extension routes (including the replacement of the Luas Green Line option as will be discussed below). The fact that St Stephen's Green was never properly evaluated as terminus option shows that the EIAR is deeply flawed and inadequate.</p> <p>There is very limited interconnection with Luas services at the St. Stephens Green East location. The western side of the Green is the real destination for the vast majority of users, as this is the retail core of the city with high levels of footfall throughout the day. Indeed, this is a very significant inadequacy in the EIAR as it does not assess pedestrian origin/destination patterns in and around these critical city centre MetroLink stops. Both the Charlemont and St. Stephens Green East stations leave the majority of passengers where they do not want to go. This is to the top of Grafton Street, which is what was proposed in the original Metro North project.</p> <p>As indicated above, the EIAR suggests that it was not possible to connect Tara Street with a station at St. Stephens Green West, owing to the curvature between two adjoining stations. It was on this basis that only St. Stephens Green East was considered. St Stephen's Green East was then ruled out as a terminus option on the basis that it provided sub-optimal interchange with Luas. In addition, it was considered that this option would not provide for an optimal passenger experience for these travelling onto the Airport with suitcases etc.</p> <p>However, upon review, and using the minimum radii and track curvature used in the actual rail order drawings, it is evident that a St. Stephen's Green West station is technically feasible. We refer to the figure above.....</p> <p>A further important consideration in relation to track design and rail alignment is the requirement for a very lengthy 360m turnback facility to the south of Charlemont Station. No rationale for this lengthy turnback facility is provided. The length of this tunnel also determines the length of the associated intervention tunnel has ben provided. Drawing no ML1-JAI-ARD-ROUT_XX-DR-Y-03096 and ML1-JAI-ARD-ROUT_XX-DR-Y-0307 illustrates that there are three switch back cross-overs. It must be the case that a switch back can only occur once. Furthermore, the length of this prejudices onward future alignments. This is exceeding costly to provide.</p> <p>For these reasons, we request that the Board commissions independent consultancy advice in relation to track alignment, station design and safety considerations on the sections south of Tara Street Station, including the need for a 350m turnback facility to the south of Charlemont Station.</p>	<p>Response (6) explains that the preferred route for MetroLink was published in March 2019 and was based on a comprehensive route options study and on the emerging preferred route for the scheme which included a station at Charlemont and considered station locations at St Stephen's Green West.</p> <p>Response (1) above explains the position regards funding of the Project and the Business Case, while response (5) explains why a station on St Stephen's Green West is not preferred, and responses (1) and (2) explain the rationale for a proposed station at Charlemont.</p> <p>As presented in EIAR Chapter 9 (Traffic and Transport), and Appendix A9.2 Overall Scheme Traffic and Transport Assessment (including station-specific assessments), the origins and destinations of MetroLink passengers have been assessed for all stations. The AM peak hour has been assessed as, for most stations, this time period represents a higher number of boarding and alighting passengers than the PM peak hour. For St Stephen's Green, this is presented in Appendix A9.2-M Traffic and Transportation Assessment -St Stephen's Green section 5.1.1.5. The figures show that whilst the retail areas of Grafton Street and St Stephen's Green Shopping Centre in the west do attract some passengers, destinations also include the employment areas to the north, east and south of the station during the AM peak hour. The pedestrian comfort assessments (presented in section 6.1.3 of Appendix A9.2-M) also illustrate that all sides of St Stephen's Green have been assessed in the static comfort assessment, with the northern side assessed further in the microsimulation VisWalk modelling, to ensure comfort levels are maintained for passengers dispersing towards these retail areas to the west of the station, in the AM peak hour. In summary, the pedestrian network at this location performs well with no areas of excessive congestion or bottlenecks for pedestrians.</p> <p>The need for turnback's and intervention tunnels is covered by EIAR Chapter 4, Description of the MetroLink Project. This section of tunnel is required to allow for the safe and efficient operation of the turnback facility , while also facilitating the stabling of a small number of trains at this location to allow for the efficient operation of the MetroLink system. Please refer to Appendix A7.4 Charlemont Shafts Options Report where there is a review of a number of options for the proposed turnback facility and for the location of an intervention/ventilation tunnel/shaft. The intervention tunnel avoids the need for surface landtake, and the impact associated with this, to accommodate a shaft.</p> <p>The length of the turnback does not prevent an extension south of Charlemont in a future extension of metro services that do not form part of the MetroLink scheme. TII's role is to deliver Metrolink as supported by the Transport Strategy for Greater Dublin Area (2022-2042) and Dublin City Development Plan 2022-2028. The connection from St Stephens Green to Charlemont / Ranelagh and the need for the turnback facility is supported by the current Transport Strategy. The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the southwest, south or southeast of the city region should sufficient demand arise.</p>



Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
53	6.6.1 Alignments & Stations	38	<p>This alignment could have connected to Charlemont on the original preferred alignment Option 4 (B) as set out in the New Metro North Luas Green Line Tie-in Study - Options Appraisal Report. However, this terminal option may not tie in with the angled station box design which was proposed and negotiated between the developer and TII during the course of dealing with the application on P.A Reg. Ref: 2373/17. The Board's decision to grant permission for the office development, upon which the angled station box was built, may have effectively prejudiced the potential to provide an appropriate city centre station at St. Stephens Green West and all western alignment options, as it may not be possible to align a metro with this station box at Charlemont. Furthermore, it has potentially prejudiced the tie-in with the Luas line in the event that this ever occurs. The station box alignment is not fit for purpose in relation to the alignment to the south or north of it. The issue of prematurity of the office development which would prejudice a proper consideration of Metro alternatives was strongly argued at the oral hearing into the appeal relating to the Carrolls Building office extension, but the Board merely accepted what TII had to say. The issue of that decision prejudicing the appropriate alignment of the Metro scheme is central to the project and the basis for the entire EIAR.</p> <p>Appendix A7.9 of the EIAR compares the options of terminating the line at Charlemont or at St. Stephens Green East. The option of terminating at Charlemont is favoured as it provides for interchange with the Luas Green Line. If further considers that</p> <p>"The only alternative location is at SSG East and as is demonstrated below this is not an optimal location for interchange with the Green Line."</p> <p>The evident alternative of a termination at St. Stephens Green West is not considered in the assessment, although this is the evident termination point, and is possible as illustrated in Figure 17.</p>	<p>Response (6) explains why TII does not agree that the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area.</p> <p>Further, for the reasons set out by response (6), and the rationale presented by responses (1) and (2) explaining why a station at Charlemont is preferred, TII do not agree that the station box alignment is not fit for purpose in relation to the alignment to the south or north of it.</p> <p>Response (5) explains why a station on St Stephen's Green West is not preferred.</p>	
54	6.6.2 Passenger Convenience & Accessibility	38	<p>In the assessment of the two options considered, the walk time from St. Stephens Green East to Luas was 7.58 minutes and 2.9 minutes interchange at Charlemont. However, in the Charlemont case, this totally fails to take account of the passenger experience, where passengers ascending from the Metro station would have to climb stairs up to the Luas platform situated above the canal. Given that this is meant to be a major city interchange catering for passengers with suitcases and bags going to/coming from the Airport, such an arrangement is wholly sub-optimal.</p> <p>Currently, Luas passengers looking to access the north of the canal (which is the majority) alight at the stop above the canal and simply use the north stairs to exit on their desired side of the canal. For Metro passengers looking to access the north of the canal, they will have to alight deep underground (south of the canal), must use escalators to reach ground level and then must walk to either around Ranelagh Road Bridge or Leeson Street Bridge or climb the stairs to the Luas stop platform (contra flow to exiting Luas passengers) in order to reach the north side of the Canal.</p> <p>The Metro station is an inferior solution than the Luas stop for walkers seeking to access the north of the canal.</p> <p>We also highlight that there is an inherent contradiction in the application. On the one hand TII are maintaining in the overview of the project that there is an interchange station at St. Stephen's Green. On the other, they are indicating that the St. Stephens Green East is too distant from Luas to serve as an effective interchange.</p>	<p>It is a matter of fact that the interchange travel distance between the proposed MetroLink station at Charlemont and the Luas Green Line is significantly shorter than at St Stephen's Green and therefore the additional distance travelling via the new stairs or lift does not change this conclusion.</p> <p>It is acknowledged that there is a requirement for passengers to access Luas services by going up another level, which is unavoidable here due to the elevation of the Luas at this location. A new stairwell and lift on the south side of Grand Parade is provided to allow passengers of restricted mobility, including those with luggage to easily access the Luas platform.</p> <p>St. Stephens Green East is an interchange point for Luas but Charlemont is a much more effective interchange point due to the reasons set out by response (2) above.</p>	
55	6.6.3 No Consideration an Efficient Connection at Stephen's Green	39	<p>Unlike Charlemont, the NTA/TII have never made an attempt to try to ensure that there is an efficient connection between the proposed SSG East Station and the existing SSG West Luas stop by undertaking an analysis of alternatives to identify a preferred method of connection having regard to known constraints. (For example, a travelator connection between mezzanine level SSG East rising to streelevel SSG West). While it was deemed worth building a stairs in front of a listed building and one new lift for Charlemont; no alternatives were explored to improve the connection at St Stephen's Green.</p> <p>The Applicants comparison of the options of terminating the line at Charlemont or at St. Stephens Green East in Appendix A7.9 is therefore wholly inadequate in that it compares one option that attempted to improve the connection and another where no attempt was made. This is not a robust consideration of alternatives.</p>	<p>The new stairs and lift proposed are required to allow the predicted passenger numbers access between Luas and MetroLink at Charlemont, hence they form part of the station design at Charlemont. The provision of a travelator along the entire north side of St. Stephens Green is an entirely different proposition, that is not required to allow passengers access to Luas at St. Stephen's Green. Furthermore, such an intervention would have potential for further significant impacts on the curtilage of the National Monument, which it is suggested would be far more significant than those currently resulting at the Carrolls Building (considering both the relative extent of the structures proposed and the relative importance of the protected structures).</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
56	6.7 No Studies to Support the Proposed Alignment to the South	40	<p>A vital component of the Rail Order Application is the consideration of alternative alignments for the south end of the Metrolink line. The Applicant did undertake a detailed consideration of potential tie-ins with the Luas Green Line to the south. Option 4 (b) was the one selected in the March 2017 study. This was the Ranelagh in- line option. No major impacts upon road and bus networks were identified. While it did impact upon properties on Dartmouth Road, it performed best in the multi-criteria analysis. Furthermore, it was the cheapest of the options considered and thee assessment suggested that there were no issues with future connectivity from a terminus at Charlemont.</p> <p>The figures below show the differences between the Preferred Option supported by the Luas Green Line Tie-In Study (March 2017) and the alignment in the Rail Order Application.</p> <p>As can be seen, the already built Charlemont Station Box creates an alignment that is very significantly different from the Preferred Option. (Note Option 4B goes directly under the Carroll's Building, whereas the as-built is significantly to the east at its north end). The implications of the built alignment are discussed in detail in Section 5.10. Very importantly, these implications are both to the north and south of Charlemont. Notably to the north the more easterly alignment has very strongly influenced the Applicant not to consider station options on St. Stephens Green West where the optimal interchange with the Luas Green Line would occur. The resulting alignment to the south of Charlemont shifts to the west and rules out the preferred "in-line" tie-in with the Luas Green Line and will cause significantly increased demolition of houses in the Ranelagh area (see also Appendix 3 below).</p> <p>Not only is the March 2017 Luas Tie-In Study now totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated), it is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). Furthermore, the alignment that has already been built is not justified or supported by any other analysis provided in the Rail Order Application.</p> <p>Clearly this leaves a fatal gap in the preparation and documentation of the Rail Order Application. The fundamental and essential study that should have replaced the Luas Tie-In Study is a city-centre terminus study that uses appropriate criteria (that would have been very different from those used in the Tie-in study). Such a study, however, was never undertaken by the Applicant. In fact, the Rail Order Application provides no studies to support the proposed/build alignment to the south.</p> <p>An Bord Pleanála has therefore been denied the opportunity to consider alternatives through the planning process for the current Rail Order Application. Furthermore, since the Applicant still contends that "a Green Line run-through connection will remain a likely option for the future" (Vol 5. A7.9), the alignment that has already been built will severely curtail An Bord Pleanála's scope to consider alternatives for any future potential tie-in with the Green Line Luas several decades from now. For these reasons, we request that the Board commissions independent consultancy advice to undertake a city-centre terminus study that uses appropriate criteria to determine the most appropriate south termination location for the MetroLink project.</p>	Please refer to response (6) above.
57	6.8 No Alternative Charlemont Station Box Design can be Considered in the EIAR	41	<p>The simple fact is that no alternative station box/design could be considered in the EIAR as this had already been designed as part of the office development permitted under P.A. Reg Ref:2372/17 and 4755/19. TII fully acknowledge that the station has effectively already been partially designed and constructed and the further completion of the station box and internal fit out is required.</p> <p>The EIA screenings by the planning authority and An Bord Pleanála in relation to these applications did not even consider screening for this element of MetroLink.</p>	<p>Please refer to response (6) above.</p> <p>The Board can seek further information or revised designs if it is not satisfied that the station box design has acceptable impacts on the environment or that it is consistent with the proper planning and sustainable development of the area.</p>
58	6.9.1 Project Description	42	<p>There is a requirement under the EIA Directive, and the relevant Planning and Development Regulations transposing this Directive, to adequately describe all aspects of the development. The enabling works and the construction of the station box at Charlemont, which have already been undertaken, are not described in the Application as forming part of the subject Rail Order.</p> <p>The rail order application is therefore incomplete.</p>	Please refer to response (7) above. The EIAR does not assess the impacts of constructing the MetroLink Enabling Works because the Railway Order does not authorise the construction of the MetroLink Enabling Works. The works for the station box were assessed by the planning permission sought for the commercial development applied for by, and subsequently granted to Hines and are now complete. As presented in EIAR Chapter 30: Cumulative impacts of the interaction between other projects and MetroLink, including the cumulative potential of the above-mentioned project was assessed. In so far as the observers identify any impacts that they allege should have been assessed, these have been addressed in the EIAR or directly in the responses to their submissions.

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
59	6.9.2 Charlemont Station Alignment and Design	42	<p>The station box which has already been designed and constructed, and which forms an integral part of the project, was not subject to an EIA. It was neither screened for an EIA, and we would contend, given impact and implications for the wider network, and the environmental impact upon the residents of Dartmouth Square and the Charlemont area, that it should have been the subject of a full EIAR.</p> <p>Under the EIA Directive, an EIA must consider the direct, indirect and cumulative effects of all aspects of the development. On this point alone, the entirety of the rail order application is legally unsafe.</p>	<p>Please refer to response (7) above. The works for the station box were assessed by the planning permission sought for the commercial development applied for by, and subsequently granted to Hines. As presented in EIAR Chapter 30: Cumulative impacts of the interaction between other projects and MetroLink, including the cumulative potential of the above-mentioned project was assessed.</p> <p>In so far as the observers identify any impacts that they allege should have been assessed, these have been addressed in the EIAR or directly in the responses to their submissions.</p>	
60	6.9.3 Cumulative Effects of Later Phases	43	<p>One of the principal reasons for bringing the line as far as Charlemont is facilitate onward extension. Case law has established that an EIAR must “...take account, as far as practically possible, of potential later phases...” (Fitzpatrick &amp; Daly v An Bord Pleanála &amp; Others [2019] IESC 23). The full impacts of the impacts upon other communities to the south has not been assessed "as far as practically possible". It merely states that there would be segregation and significant impacts during construction. This, in our opinion, constitutes an inadequate level of assessment of subsequent phases of the project. It therefore renders the Railway Order application incomplete.</p>	<p>The extension of MetroLink is not planned for another 20 years. As such, the only assessment practically possible is in the application documents. However it should be noted that any onward extension of MetroLink will be subject to a robust options assessment at such time as the predicted demand for such an extension is identified. Following this, it will also be subject to EIA should this progress. The Board is entitled to seek further information on this point, but any design would necessarily be speculative and the observers have not explained what practical benefit it would confer on the decision making process or public participation.</p>	
61	6.10 Charlemont Station Box Not Permitted/ Unauthorised Development	43	<p>The current railway order and associated EIAR acknowledges that the enabling works including the construction of the station box at Charlemont has already occurred. TII appear to suggest that these works were permitted under P.A Reg. Ref: 2373/17 and 4755/19. The station box and enabling works were not included in the public notices in relation to this commercial project and were incorporated into the design as a result of a further information request, which was not advertised. They were two entirely different projects: one a commercial office development for which planning permission was sought; and the other for MetroLink enabling works, for which no permission was sought. The secant piling and associated slab were nothing to do with the commercial office development for which planning permission was sought. The developer applicant and TII negotiated and designed this critical part of the entire transport network and incorporated it into the planning application for an office development without referring to it in any public notices. Third parties were effectively excluded from a statutory process. A senior counsel's opinion is included in Appendix 2 (of the submission) in relation to this critical point.</p> <p>These works are now the subject of a formal enforcement complaint to Dublin City Council submitted on 05/01/23. This complaint states the following:</p>	<p>TII will seek permission to produce written and oral legal submissions at oral hearing that will address, among other things, the Senior Counsel's Opinion.</p> <p>The Board was entitled to grant permission for the designs referred to, which were produced pursuant to statutory requests for information and conditioned in the grant of permission. Section 50 of the Planning and Development Act prohibits any person from questioning the validity of that decision otherwise than by way of judicial review. A judicial review was taken against that permission but withdrawn. The points now raised in this submission are outside the scope of this railway order process. The Board is now required to address the proposed Railway Order and all aspects of the Charlemont station on its own merits by reference to its impacts on the environment and the proper planning and sustainable development of the area.</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
62	6.11 Implications of the Locked-in Alignment of the Charlemont Station Box	44	<p>In the March 2019 consultation on the "Preferred Route", the proposed an alignment for the Luas Green Line "Tie-in" was to be an "in-line" connection. This allowed the public to understand and comment on the implications of the proposal.</p> <p>Since that consultation, NTA/TII reached an agreement (in private) with the developer of the new office building at 2 Grand Parade for a design of the Charlemont Station Box. Construction of this Station Box commenced, without a Rail Order, in April 2021 and was completed in the first quarter of 2022. This design and alignment of the station box is very significantly different to the proposal in the Preferred Route consultation. No notice was made to the public of the proposed changes and there was no opportunity for affected parties to make comment.</p> <p>The NTA/TII argues in justification of the station at Charlemont that "a Green Line run-through connection will remain a likely option for the future" and that the decision to do so has been "deferred" (although this is stated without any required policy decision).</p> <p>In the event of such a future Luas tie-in, the implications of the now locked-in (built) station alignment are profound. It will result in the demolition of houses on Manders Terrace, Charleston Road and (as evaluated in Option 5 of the Tie-in study) will require the demolition of 11 houses and 24 apartments on Oakley Road. None of these houses and apartments would be demolished under the design presented in the Preferred Route Consultation.</p> <p>Not only were affected parties not given notice prior to construction but the implications of the new alignment are now known to the Applicant and yet it is not covered in the EIAR of the Rail Order Application. Instead of presenting the facts about the ramifications of new station alignment, the Applicant merely proffers that a benefit of "the preliminary design for this location allows for a future connection to the Green Line using top-down construction without the need for a TBM bored tunnel extension" Appendix A7.9 p3.</p> <p>As stated above, case law has established that an EIAR must "...take account, as far as practically possible, of potential later phases...". Section 39 of the Transport (Railway Infrastructure) Act 2001 (as amended) provides that the Applicant for a Railway Order must prepare an EIAR that includes (in addition to other matters):-</p> <p><i>(ii) a description of the likely significant effects of the proposed railway works on the environment,</i></p> <p><i>(iv) a description of any features of the proposed railway works, and of any measures envisaged, to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment,</i></p> <p><i>(v) a description of the reasonable alternatives studied by the applicant which are relevant to the proposed railway works and their specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the railway works on the environment.</i></p> <p>The Applicant considers that a future Luas Green Line tie-in is "a likely option for the future", and is aware of the required demolition of houses in the Ranelagh area as a result of such a tie-in, however the Applicant did not disclose or refer to these likely significant effects in the EIAR. The EIAR is again inadequate and disingenuous in not presenting these known facts.</p> <p>More detail on this issue is provided in Appendix 3 of the submission.</p>	<p>Response (6) explains why TII do not consider the design and alignment of the station box at Charlemont applied for by the Railway Order application differs significantly to that consulted on at the Preferred Route stage of the Project.</p> <p>Response (6) explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line.</p> <p>Please refer to response (60) above regards a possible future alignment south of the proposed Charlemont Station not being assessed by the EIAR.</p>

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
63	6.12.1 Vehicular Traffic and Parking	45	<p>The assessment in Table 9.90 of the EIAR concludes that during the construction phase the closure of Dartmouth Road will only have a short term moderate negative impact. Grand Parade is heavily over congested during the peak morning and evening period, and while acknowledging that there would be a 10% increase in flows, it still only classifies the impact as 'moderate'. (Note it is also proposed to have a signalled pedestrian crossing (traffic lights) on Grand Parade). Given the importance of Grand Parade as an orbital road providing access to the employment zones in the Dublin 2 and 4 area, this conclusion must be deemed inaccurate. The closure of Dartmouth Road will have significant local effects on access and traffic flows. The construction sequencing for Charlemont, shown at Section 8.14 of Appendix 5.3, indicates that Dartmouth Road will be closed for 102 months (8.5 years). The closure of Dartmouth Road will have very significant local effects on access and traffic flows. Again, the conclusion that the impacts would be merely moderate cannot be justified. Northbrook Road will experience an increase in traffic movements during construction.</p> <p>The conclusion in Table 9.93 of the EIAR that construction impacts resulting in the loss of 30 parking spaces will only result in a slight negative effect cannot be justified. This compares with the assessment of Albert College where the loss of 42 spaces is deemed to be significant. It should be noted that where an impact is identified, mitigation measures should be proposed. The only mitigation measure is to "Monitor if closure is required at all points, or if it can be reinstated temporarily throughout the works. This impact will be removed following completion of Construction Phase." There is no acknowledgement of the impact upon local residents not being able to access their houses, or avail of on-street parking. This matter is dealt with in detail in separate submissions.</p> <p>The assessment of permanent operational impacts states:</p> <p><i>"As part of the proposed Project at Charlemont Station, new pedestrian crossing will be provided to the east of the station on Grand Canal; however, this will have a minimal impact on driver delay on this road."</i></p> <p>However, no detailed modelling of the impact of a pedestrian crossing at this point has been undertaken on this critical orbital route. Even from observations, it is evident that there will be an adverse impact.</p> <p>The impact of the traffic measures based on the proposed road level design of Charlemont Station is shown in the Figure below.</p>	<p><b>Construction Phase</b></p> <p>As presented in Chapter 09 (Traffic and Transportation), the loss of parking at Albert College (42 spaces) is deemed to be significant as it is a loss of approximately 42% of public parking within 200m, therefore it is considered a loss of a ‘very high’ percentage of the available parking in the area (more than 30% of available spaces within 200m), in line with the methodology for assessing the impacts during the construction phase, as presented in Table 9.22 and in Appendix A9.5 Scheme Traffic Management Plan.</p> <p>The loss of 30 spaces on Dartmouth Road is considered ‘moderate’ as indicated in the text in Chapter 09 (Traffic and Transportation), and in Appendix A9.5 Scheme Traffic Management Plan, and has been incorrectly presented as ‘Slight’ within the table. The loss of 30 spaces at this location is less than 30% of the available parking within 200m, and therefore is not considered significant. Parking will be restricted on Dartmouth Road however pedestrian access will be maintained to the properties, and therefore residents can utilise available parking in the surrounding area and walk to their property.</p> <p>In line with the road user hierarchy identified in the Transport Strategy for the GDA, the traffic management measures have been designed to prioritise pedestrian/cyclist, public transport and commercial needs provision, over private vehicles. As such, pedestrian access at this location has been maintained over the need for parking spaces due to space constraints arising from the required construction boundary. Further mitigations are detailed in Appendix A9.5 Scheme Traffic Management Plan, which details that a Project Construction Traffic Forum will be established to ensure a coordinated response to construction activities and communicate any concerns from local stakeholders. A Free Phone Helpline (e.g. 0800) will also be available to the public 24/7 to raise any concerns. Where road closures are unavoidable, such as at Dartmouth Road, alternative arrangements will be provided through diversions and signage strategies for access traffic and through traffic.</p> <p>Both local traffic modelling and the impact upon pedestrians has been assessed. EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p>	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
			Response (63) continued.	<p><b>Operational Phase</b></p> <p>As detailed in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, a static pedestrian comfort assessment has been undertaken to assess the footway provisions following the increased volumes of pedestrians on the network in the design years. The results show that at Charlemont Station in both 2050 and 2065 , the comfort level on Dartmouth Road is rated as 'Comfortable' for the anticipated volume of pedestrian movements, and meets with the guidelines identified in the DCC Public Realm Masterplan. The results of the static assessment are presented in section 6.1.3 Pedestrian Impact Assessment of Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station.</p> <p>Further examination of the performance of the street network surrounding Charlemont Station was undertaken using a microsimulation VisWalk model. The simulation model covers the full extent of the publicly accessible station entrances, including the immediate vicinity of the station entrances at street level on both Grand Parade and Dartmouth Road. With the proposed pedestrian infrastructure in place, the model indicates that at the northern entrance, the footways will operate at an acceptable level of service. A reduced level of service is only observed at the pedestrian crossing whilst pedestrians are waiting for the green phase at signals. The model indicates that the strongest flow of passengers will be going west from the northern entrance, towards the Luas interchange and Charlemont Street, with lower flows of pedestrians utilising the southern entrance on Dartmouth Road to travel east towards Dartmouth Square West. Therefore, the level of service of the pedestrian network at the southern entrance will be higher than that of the northern entrance.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p>



Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
64	6.12.2 Pedestrian Traffic	48	<p>There are very significant concerns about the pedestrian movements around the station. This is an interchange station with Luas with high levels of movement between the two. Most of this movement will be focussed on the area in front of the Carrolls Building and will be reliant on a very sub-standard stair access between road level and the elevated Luas platform above the canal. The EIAR acknowledges this issue in Appendix 9.2. The pedestrian environment along Grand Parade is deemed to be unsatisfactory. The drawings show that there are two pedestrian crossings proposed for Grand Parade; one is a Signalled Pedestrian Crossing (Traffic Lights) and the other an Uncontrolled Pedestrian Crossing. There are also two Proposed Uncontrolled Pedestrian Crossing on Dartmouth Road. A traffic light on Grand Parade must have a traffic impact (see the Figure above).</p> <p><i>"The results of the Charlemont assessment show that all links will fall below DCC guidance in 2050, with the exception of Dartmouth Road. Whilst they do not meet DCC guidance, they are deemed to have an 'Acceptable' level of comfort, with the exception of Grand Parade West which has an 'Uncomfortable' rating. In 2065, the results show that all links will fall below DCC guidance, with the exception of Dartmouth Road. Both Charlemont Street and Grand Parade West are deemed 'Uncomfortable', while Ranelagh Road and Canal Road maintain an 'Acceptable' level of comfort."</i></p> <p>As indicated in preceding sections, no assessment is undertaken of the pedestrian movements along Dartmouth Road, which is considered to be a significant deficiency.</p> <p>The Canal provides an effective barrier for pedestrians seeking to gain access to the north side and Adelaide Road. Pedestrians will be required to take a very circuitous route via Charlemont Street. Charlemont Place on the north side of the Canal is a major commuter pedestrian and cycle route to the employment areas of Dublin 2 and 4. However, the lack of access to the north side of the Canal will force pedestrians along the relatively narrow pathways on either side of Grand Parade. The provision of a staircase to the Luas station will do nothing to mitigate this.</p>	<p>This statement is incorrect. As detailed in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, a microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station. The simulation model covers the full extent of the publicly accessible station entrance, including the immediate vicinity of the station entrance at street level. As presented in Figure 6.10 of Appendix A9.2-B, the layout of the Charlemont microsimulation model network includes Dartmouth Road, and Charlemont Street. With the new pedestrian infrastructure in place (new staircase at Luas stop, provision of an elevator and the repositioning of the pedestrian crossing on crossing on Grand Parade) the model indicates that at the northern entrance on Grand Parade, the footways will operate at an acceptable level of service. A reduced level of service is only observed at the pedestrian crossing whilst pedestrians are waiting for the green phase at signals. The model indicates that the strongest flow of passengers will be going west from the northern entrance, towards the Luas interchange and Charlemont Street, with lower flows of pedestrians going east towards Dartmouth Square West. Therefore, the network at the southern entrance at Dartmouth Road also performs with an acceptable level of service.</p>
65	6.12.3 Drop-Off	50	<p>There is no effective provision made for drop-off at this important interchange. Taxi, bus and casual private car users are not appropriately catered for. There is only a short drop on the northern side of the carriageway of Grand Parade and none on Dartmouth Road. There is no taxi rank or provision for future bus services. The interchange with other modes is therefore wholly inadequate. (We noted section 6.5.1 above that TII has attempted to make a virtue of lack of interchange at this city centre terminus in a meeting held between TII and CDCG on the 3 rd March 2022). This will merely result in ad hoc drop off, particularly on Dartmouth Road, blocking access for local residents. Drop-off on Grand Parade will result in traffic congestion and a traffic hazard (especially for cyclists as the proposed Drop-off replaces the existing footpath and cuts across the existing cycle lane).</p>	<p>Please refer to response (51) above.</p>
66	6.13 Noise, Disturbance and Impact upon Amenities	50	<p>The development will have a very significant impact upon the amenities of those residing in the area. This will result from the lengthy construction period of c 9 years, with noise and vibration impacts from tunnelling, the construction of the cut and fill new station, tunnelling and boring associated with the new tunnel and the intervention tunnel. Noise impacts on properties in the vicinity (Dartmouth Square West, Dartmouth Road and Cambridge Terrace) will all range from moderate to very significant. The hours of working are specified as 07:00 hrs to 19:00 hrs. The passage of the Tunnel Boring Machine (TBM) through the stations will be on a 24 hours, 7 days a week basis. HGV deliveries will be ongoing over a lengthy period of time. The impact upon this residential neighbourhood will be very significant.</p> <p>The operational phase will be result in train noise, noise from public address systems, passengers accessing the station, taxis and cars dropping off and picking up.</p> <p>Detailed submissions in relation to the impact upon amenities will be made in the associated submissions in relation to Dartmouth Square West and Dartmouth Road.</p>	<p>All the concerns cited have been responded to in the associated submissions referred to in relation to Dartmouth Square West and Dartmouth Road.</p>

Submission No.			042		
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022					
67	6.14 Public Consultations	51	<p>TII’s engagement with the public and local communities affected by this major infrastructure proposal has been wholly unsatisfactory. The experience of CDCG is that TII has not engaged in a meaningful manner to address their concerns and properly mitigate impacts. While there was initial engagement with affected landowners and communities, they have effectively delegated in recent times responsibility to RINA. The role of RINA is to provide independent engineering advice. However, RINA is commissioned by and reports to TII.</p> <p>At a meeting between NTA/TII, members of the CDCG and Ivana Back TD on the 3rd of March 2022, the NTA/TII stated that they were no longer willing to listen to residents' views and were progressing to submit the Rail Order Application. Their stated reason for this was because "further design changes will delay the MetroLink by up to 2 years at a significant additional cost." Rather than the NTA/TII being satisfied that they had completed all necessary and appropriate analysis and assessments, they just didn't want to delay any further or incur any further costs in finding a better solution for Metrolink and local residents.</p> <p><i>Next Steps.</i></p> <ul style="list-style-type: none"><li>• <i>Data and Analysis to be Collated into a Report;</i></li><li>• <i>Railway Order Application to be submitted in Q2 2022;</i></li><li>• <i>Consultation with independent expert who will assist you with your submissions;</i></li><li>• <i>Further design changes will delay the MetroLink by up to 2 years at a significant additional cost.</i></li></ul> <p>The full implications of the final and fixed alignment at Charlemont has never been the subject of public consultation and the station box at Charlemont has been taken as a predetermined factor in the preparation of the entire scheme. The residents of Manders Terrace, Charleston Road and Oakley Road have never been advised that their houses would be demolished in the event that the tie-in should happen in the future.</p> <p>The scale of the project is very significant, and the issues are complex. RINA was only able to provide answers to queries after the Rail Order was submitted, making it very difficult to evaluate and compile a reasonable submission within the time available.</p>	<p>As outlined in Chapter 8 of the EIAR, significant consultation has been undertaken during the development and progression of the MetroLink project. Such consultation includes major public consultation events undertaken to consult on both the Emerging Preferred Route (EPR) and the Preferred Route (PR). Furthermore, the project website (ww.metrolink.ie) has been active during the entire duration of the proposed project providing information on project progress with all major project outputs provided on the site for the public. Finally, an independent engineering consultant, RINA, has been provided to potentially affected community groups along the alignment to provide expert technical advice to these groups on the project.</p> <p>EIAR Chapter 8, Appendix A8.19 Meetings Register shows there has been 10 meetings between March 2019 and March 2022 with residents in the Charlemont area that is in addition to the Emerging Preferred Route and Preferred Route non-statutory consultation.</p> <p>The appointment of an Independent Engineer to provide advice and guidance to residents groups has been broadly welcomed by Residents Groups route wide. Whilst TII fund the Independent Engineer they act independently in accordance with their scope of works which can be accessed via the following link <a href="https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/">https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/</a>.</p> <p>In the administration of their contract TII have not acted in anyway to affect the independent reporting of RINA and believe this is reflected in their final report which provides a fair and reasonable representation Stakeholder Concerns and their own independent view any technical shortcomings of the scheme and the overall EIAR.</p> <p>NTA/TII are always prepared to listen to residents views and sincerely regret if anything different were communicated at any of the many consultations meetings held over the years of public consultation. TII consider they have completed all necessary and appropriate analysis and assessments, as explained by TII's responses to the associated two submissions concerning Dartmouth Road and Dartmouth Square West.</p> <p>Response (6) explains why TII do not consider the design and alignment of the station box at Charlemont applied for by the Railway Order application differs significantly to that consulted on at the Preferred Route stage of the Project, and hence there was no requirement for further consultation. Response (6) also explains why the station box location was not fixed by the Charlemont Development, and also explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line at Ranelagh.</p> <p>TII acknowledge the scale of the project is very significant but would note that RINA were engaged for a significant period before the Railway Order application was submitted and that the Railway Order Statutory Consultation ran from 30th September 2022 until 16th January 2023.</p>	
68	7.1 Summary of Submission Points	52	1. Compliance with Policy - The proposed development, which extends from the city centre at St. Stephens Green to the inner suburban area does not comply with the policy of the Transport Strategy for the Greater Dublin Area 2016-2035. The extension of Metro to the south city is only to occur after the Luas Green Line services have been upgraded (capacity increases) as an interim measure.	Please refer to response (2) above	
69	7.1 Summary of Submission Points	52	2. The business case fails to accurately take into account inflation projections. The inclusion of an highly expensive section between St. Stephens Green and Charlemont (estimated by TII to cost €650m) is strategically weak and duplicates the existing Luas Green Line services.	Response (1) above explains the position regards funding of the Project and the Business Case and why there is not considered to be a duplication of infrastructure.	
70	7.1 Summary of Submission Points	52	3. Charlemont is the incorrect strategic location for a hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services. St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas, other road transport and future DART underground.	Responses (1) and (2) explain the rationale for the proposed Charlemont Station.	

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
71	7.1 Summary of Submission Points	52	4. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no study was ever undertaken by NTA/TII to explore the options to increase the efficiency of the connection between a metro station St. Stephens Green East with the existing Luas stop at St. Stephens Green West.	Please refer to response (5) that explains why a station on St Stephen's Green West is not preferred.  Please refer to response (55) regards feasibility of connection between St. Stephens Green East and the existing Luas stop at St. Stephen's Green West.
72	7.1 Summary of Submission Points	52	5. No study has ever been carried out using specific and appropriate criterial for a city centre terminus. The closest to a terminus study, completed in March 2017, is now shown to be totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated) and is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). This leaves a fatal gap in the EIAR documentation and renders it inadequate and incomplete.	Please refer to response (6) above.
73	7.1 Summary of Submission Points	52	6. No supporting studies have been included in the Rail Order Application that justifies the alignment that has already been constructed at Charlemont. Should this alignment be used to tie-in with the Luas Green Line in the future it will result in the demolition of houses in the Ranelagh area.	Please refer to response (6) above. Response (6) also explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line.
74	7.1 Summary of Submission Points	52	7. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead commercial development.	Please refer to response (6) above.
75	7.1 Summary of Submission Points	52	8. The previous determination of the alignment at Charlemont involves project splitting and the potential cumulative impacts of future phases has not been taken into account, in as far as practical.	Please refer to response (7) above.
76	7.1 Summary of Submission Points	52	9. The EIAR is inadequate in relation to:  • Description - The EIAR fails to adequately describe all aspects of the development, particularly the enabling works already undertaken at Charlemont and future elements of the project.  • Alternatives - This matter is addressed in 5.5 to 5.7 above. There is an inadequate assessment of alternatives alignments, station location, station design at Charlemont and future alignments.  • Traffic & Transport Assessment - An assessment of pedestrian flows in and around Charlemont Station is provided in Appendix A9.2B of the traffic impact assessment. However, the assessment does not consider egress and access from the station entrance onto Dartmouth Road.  • Noise - The noise assessment in Chapters 13 and 14 only considers the impacts during the construction phase and the running of trains in the operational phase. However, no assessment is provided of the noise impacts associated with escalators running in the operational phase.	• Description - Please refer to response (7) above.  • Alternatives - There is no sections 5.5 to 5.7. Please refer to response (6) above.  • Traffic & Transport Assessment - Please refer to response (63) above. Regards the assessment does not consider egress and access from the station entrance onto Dartmouth Road. Appendix A9.2-B Traffic and Transportation Assessment-Charlemont Station presents the pedestrian impact assessment in the vicinity of Charlemont Station. The static comfort assessment (and images presented in Figure 6.8 and 6.9) illustrate that the impact on Dartmouth Road has been assessed, with this link maintaining a 'Comfortable' level of comfort in line with DCC's guidance in the operational phase. Further to this, a microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station. The extent of the pedestrian model is shown in Figure 6.10 of Appendix A9.2-B, which includes the southern station entrance on Dartmouth Road. Whilst the text does not explicitly refer to Dartmouth Road, it is stated that overall, it is considered that the pedestrian model displays an acceptable level of network performance in the assessment.  • Noise - Please refer to the responses provided to the associated submissions for Dartmouth Road and Dartmouth Square West.

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
77	7.1 Summary of Submission Points	53	10. The station box at Charlemont, as constructed, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. It is an unauthorised development. Processing the current application, which is reliant on these preliminary works, is legally unsafe and contravenes the provisions of the EIA Directive. The public, including the owners of houses that will be demolished in the event of a future Luas tie-in, were denied the right to be notified and to make comments on the known implications of the pre-determined alignment.	Please refer to responses above, including (7) and (8) regards planning permission and legality.  Response (6) also explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line.
78	7.1 Summary of Submission Points	53	11. The development would have an adverse impact upon traffic during the construction and operational phase, drop-off has not been properly designed and there is poor integration with other modes. Pedestrian movements in and around the station would be difficult.	Please refer to response (63) that explains the assessed impact upon traffic and pedestrians during the construction and operational phases of the Project.  Response (51) responds to the provision of drop-offs and integration with other modes of transport.
79	7.1 Summary of Submission Points	53	12. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area.	Please refer to the responses provided to the associated submissions for Dartmouth Road and Dartmouth Square West.  Noise and disturbance during construction: No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.  Loss of amenity during construction: EIAR Chapter 11, Population & Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration. At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.
80	7.1 Summary of Submission Points	53	13. There has been inadequate and poor public consultation during the design stage of the project.	Please refer to response (67) above.
81	7.2.1 Legal Advice	53	We are strongly of the opinion that it is legally unsafe for the Board to consider the current railway order application. To avoid further undue costs to the applicant, third parties and the Board itself, we request that the Board seeks legal advice, at an early stage and in advance of any oral hearing, in relation to whether:  i. the Board can consider the application which is reliant on an element of which falls outside the application (i.e. the Charlemont Station Box), and for which permission has not been obtained;  ii. the EIAR has properly assessed the enabling works at Charlemont Station;  iii. enabling railway works that form an integral part of the MetroLink project shall form part of the railway order application; and  iv. the Board is in a position to consider any railway order application involving retention of enabling works, given the provisions of the EIA Directive.	TII has no difficulty with the Board seeking independent legal advice on the issues raised here, but will seek permission to make written and oral legal submissions on them at the oral hearing.

Submission No.			042	
Organisation Name or Name of Submitter			Charlemont and Dartmouth Community Group (CDCG), General Area Submission (Agent - MacCabe Durney Barnes)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
82	7.2.2 Specialist Railway Engineering Advice	53	<p>Given the very important strategic issues at stake, we request that the Board appoints its own independent specialist engineering advice:</p> <ul style="list-style-type: none"><li>• To undertake a city-centre terminus study that uses appropriate criteria to determine the most appropriate south termination location for the MetroLink project;</li><li>• To assess rail alignment, station location and design on the sections south of Tara Street Station, including the need for a 350m turnback facility to the south of Charlemont Station.</li></ul>	Responses (1) and (2) above explain the rationale for a proposed station at Charlemont, response (5) explains why a station on St Stephen's Green is not proposed, and response (52) explains the need for a turnback facility.
83	7.3 Requested Amendment	54	<p>Reflecting the original Metro North precedent decision, we request the following amendments:</p> <p>i. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>ii. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station which can effectively integrate with the Luas Green Line and future DART underground.</p>	<p>The above responses, and the responses to the associated submissions concerning Dartmouth Road and Dartmouth Square West, explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042) and would be a material contravention of the Dublin City Development Plan 2022-2027. In addition, any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>