

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
1	2.4.1 Planning Policy	22	While the Proposed Scheme is supported, it is important that the proposal adequately addresses conservation impacts along the route as well as the potential to improve green infrastructure and pedestrian and cycle connectivity and permeability.	<p>TII have included for the conservation mitigation of impacts throughout the Project and have appointed a Project Conservation Architect (PCA) to oversee the implementation of mitigation measures relative to the Built and Cultural (inclusive of Industrial) Heritage during the lifetime of the Project. The responsibilities of the PCA and proposed mitigation measures are outlined in the Construction Environmental Management Plan in EIAR Volume 5, Appendix 5.1 and MetroLink Cultural Heritage Strategy Rev.02.</p> <p>MetroLink will provide significant benefits not only to those who choose to use it, but also to other transport network users, by reducing the demand for road space and creating the opportunity for the road transport system to achieve optimum levels of efficiency and effectiveness. Also as outlined in Chapter 3, the proposed Project is part of an integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Together, these projects will result in a reliable, sustainable, affordable, integrated public transport network that will support the economy, help Ireland meet its climate change targets in line with Climate Action Plan 2023 and make Dublin a more liveable and sustainable city. Whilst MetroLink is a standalone project that is not dependent on any other projects for its delivery or effective operation, it is nonetheless a critical part of the proposed integrated transport network for the Greater Dublin Area.</p> <p>The maximum number of bicycle parking has been provided at each station taking cognisance of available space. To meet future cycle parking demand, will require a coordinated multi-agency approach to ensure efficient delivery of cycle parking spaces and facilities. There is a clear mix of uses in the areas surrounding MetroLink stations, which may see cycle demand in varying peak times. As a result, it requires a combined approach and delivery from multiple agencies, e.g. Dublin City Council, Fingal County Council, NTA, TII and Irish Rail, to identify how future demand can be accommodated sustainably and the maximum benefits of the parking achieved. TII anticipate cycle parking provisions are likely to involve a combination of fixed and shared bicycles and other facilities to support the delivery of mobility hubs across the region.</p> <p>With regards 'green infrastructure', TII will procure the contractors to deliver the design based on specified environmental criteria and in line with TII’s Sustainability Implementation Plan – Our Future (TII 2021), that sets out the vision to lead in the delivery and operation of sustainable transport, strengthen resilience to climate change, and maintain commitment to the environment. The Plan recognises the need to rethink, reimagine and redesign approaches to ensure sustainability is at the heart of everything that TII does, requiring it to be the leading provider of sustainable infrastructure. These provisions are contained within the EIAR Chapter 4 and specifically referenced in Section 4.6 Sustainable Design.</p>	
2	2.4.4 Zoning	22	Overall the proposed above-ground structures are considered compatible and consistent with the objectives of the Development Plan including the zoning objectives for all of those areas within which the proposed access points to the stations are proposed to be located. One exception is at Glasnevin Station where the potential absence of oversite development is of concern should it not be 'designed in' at this stage of the proposal to accord with the Z3 zoning objective for the Glasnevin site is 'to provide for mixed neighbourhood facilities'. A condition is recommended that allow for the station box to be so-designed as to not impede the potential of the site to provide for comprehensive redevelopment appropriate for a neighbourhood centre rather than merely a station box, particularly having regard to policies to increase density as part of Transport Orientated Development.	<p>The Railway Order does not include for an oversite development (OSD), but the MetroLink project does not preclude an OSD at Glasnevin.</p> <p>TII do agree that further consideration can be given to exploring an engineering solution that can deliver the type of oversite development envisioned by DCC but would suggest that the engineering solution proposed to facilitate the oversite development will form part of a separate subsequent planning application. We believe that an engineering solution can developed that can be structurally independent of the current station design and will with work with DCC to ensure that the construction of a viable oversite development at the site is not impeded in the future.</p> <p>TII would also note, as set out by section 3.6.2.1 of the Planning Report, that a station is Permissible on these lands under zoning objective Z3. The station will directly deliver objective SMT017 of the DCDP 2022-2028.</p>	
3	Impact on Amenity	23	<p>The proposed development will generally not have a significant impact on public amenity. Exceptions are St. Stephen’s Green, Albert College Park and Griffith Park, all of which will be impacted to various degrees during the construction of the proposed development. Significant parts of these public amenity lands will be effectively unusable during construction of the project. Although this is a negative impact, it is considered necessary and unavoidable for the completion of the project and in the long term public interest.</p> <p>The Planning Authority is of the opinion that provided the areas are properly reinstated following construction, this situation is acceptable.</p>	<p>TII would note that as set out by the EIAR, amenity impacts have been minimised so far as practicable and that TII and their contractors will continue through the detailed design and construction to do everything practicable to minimise impacts.</p>	

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4	Impact on Amenity	23	The demolition of existing residential properties (circa 80) to facilitate the construction of Tara Street Station is regrettable. On balance, however, the provision of a Metro Station, is of considerable benefit to the entire city and the rehousing of residential tenants by TII in consultation with DCC, will provide adequate compensation for the loss of residential units on Townsend Street.	<p>TII also regret the loss of these residential properties having considered numerous options and alternatives for Tara Station. TII also appreciate that while MetroLink will provide considerable benefits to Dublin, for the individuals who are directly impacted by demolition this may be of little consolation.</p> <p>In this regard please refer to the MetroLink Land Acquisition Strategy which was published in September 2022 and outlines a series of commitments TII has made in respect to early engagement and negotiation with property owners and tenants whose properties and homes are subject to compulsory purchase order. This includes, early negotiations with property owners to ensure that compensation is paid as soon as possible following the grant of an Enforceable Railway Order.</p> <p>For tenants TII will engage the services of a Residential Lettings and Management Agency which can be made available to undertake a property search with the intention of identifying suitable alternative accommodation for those tenants displaced by the Scheme. Once an alternative property has been identified whether through this appointed agent or sourced by the tenant themselves directly, TII will consider meeting relevant and reasonable costs associated with securing the Tenancy such as discharging the rental payments of the new Tenancy for a period of up to one year, together with any reasonable disturbance costs necessary and attributable to their move.</p>	
5	Impact on Amenity	23	DCC have also engaged with TII in relation to the development of a sports and recreational facility to replace Markiewicz Sports & Fitness Centre should this be acquired, as envisaged, as part of the MetroLink project.	<p>TII will also continue to work with DCC in relation to the development of an alternative sports and recreational facility to replace the Markiewicz leisure centre and intends to fund the alternative. However, TII does not have control over that development, which is part of DCC’s function to provide public sport and recreational facilities in its function area. DCC may or may not be in a position to deliver it in parallel with the MetroLink project. Accordingly, the Board should assess the MetroLink project on the basis that the alternative may not be available. The impact would then be significant, but nonetheless one that would not outweigh the strategic scale long term benefits that MetroLink will deliver.</p>	
6	Visual Amenity on Structures	23	The above ground structures, i.e. the access points, lifts, roof lights etc., are designed as clean, simple, contemporary structures. It is recommended that a condition be attached that all above-ground elements be highly durable, vandal resistant (where they come into contact with the public) and should have minimal embodied environmental impact.	<p>Above ground structures are designed with careful consideration to their impact on the public realm and integrated with the public realm where possible. All above-ground elements will be highly durable, vandal resistant (where they come into contact with the public) and shall have minimal embodied environmental impact.</p>	
7	Planning and Property Development Department - summary of report	25	<p>The LAP was prepared following the publication of the 2015 North Dublin/ Fingal Transport Study (the Study), which identified the overall corridor for the new Metro North, now MetroLink. The Study included provision for surface-level metro stops at DCU (Collins Avenue), Ballymun and Northwood.</p> <p>Whilst the LAP strongly supported the delivery of a metro route through Ballymun it stated: “it is imperative that any rail line through the Main Street does not segregate east and west Ballymun as was the case pre-regeneration when the dual-carriageway ran through the area. Considerable public money has been invested creating and developing an urban Main Street, with new connections and ease of pedestrian and cycle movement. In order to prevent the segregation which a rail transport system requires, the LAP calls for any future Metro line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability and to ideally run the Metro underground through the Main Street until after the junction with Santry Avenue"</p>	<p>The Proposed Project is in tunnel from Northwood Station through to the city centre. This decision facilitates urban realm improvements and integration at street level that allows strong connectivity between the east and west of Ballymun Main Street and along the MetroLink alignment, both within the project and in conjunction with other public transport projects such as BusConnects. At Ballymun Station, two signalised crossings are provided that connects the east side of Ballymun Main Street to the Station, while at Northwood similar crossing provisions are made. TII are therefore of the view that permeability and connectivity is delivered in so far as the scope of MetroLink and TII's remit permits.</p>	
8	Archaeology Division - summary of report	25	The Archaeology Section of Dublin City Council concurs with the findings of the archaeological assessment in the EIAR and supports the proposed mitigation measures proposed in it.	<p>TII are grateful for DCC’s confirmed agreement and support for the proposed mitigation measures.</p>	

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9	Conservation Section - summary of report	25	<p>-The proposed works should take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features.</p> <p>-The proposed works should take into account any areas that contain historic paving/kerbing and associated features noted in Volume 2, Appendix 6, Part 2.0 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features</p> <p>- 'The Applicant should comply with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities 2011 - 14.4.1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series Paving _The conservation of historic ground surfaces and best conservation practice.</p>	<p>TII confirm their commitment to taking all practicable measures to avoid loss of, or damage to historic materials and features, and that TII and their contractors will comply with the guidelines and guidance set out by this observation. The potential for impact on Historic Stone Setts as Listed in Volume 2, Appendix 6 of the Development Plan, where present within the proposed MetroLink station locations have been assessed in Chapter 26 of the EIAR and have been subject to a condition survey as a component of the MetroLink PCA Scope of Works and as a component of the MetroLink Street Furniture Survey.</p> <p>Each Contractor will be required to appoint their own Conservation Architect to ensure that all conservation or protection measures are covered by the Construction Environmental Management Plan (CEMP) for each relevant works contract. An outline version of this document is included in EIAR Appendix A5.1, and will be developed to a detailed level by the relevant works contractor once appointed. TII and their contractors will consult with DCC when finalising the detailed version of this Plan.</p> <p>Where historic stone setts, paving/kerbing cannot be protected in situ or where their condition deems removal to be a more appropriate protection measure, they will be removed and stored in a safe location until construction is complete. They will then be reinstated in accordance with a conservation method statement and the detailed hard landscaping design, in the original location or a new location agreed by the PCA and the local planning authority. Where the condition of such paving may deem it unsuitable for reuse (e.g. due to excessive existing damage), this will be brought to the relevant authorities attention for agreement. All works will be undertaking in accordance with relevant heritage guidelines and best practice.</p>
10	Conservation Section - summary of report	26	<p>-The benefits of the Metrolink which will augment the provision of public transport within the city are acknowledged, but-The comprehensive assessment on architectural heritage, streetscape and the urban environment submitted as part of the EIAR across the scheme is acknowledged. Further details will be required of proposed mitigation measures, particularly in relation to landscaping where existing mature trees are to be removed.</p>	<p>A key element of the landscape design for the Project has involved the identification and retention of valuable landscape and visual assets where practicable. With regards to existing mature trees, an Arboriculture Impact Assessment was carried out (EIAR Appendix 27.3). This contains information on the existing tree conditions and the arboricultural impact of the proposed Project. EIAR Chapter 27 Landscape & Visual, section 27.6.1 includes for a number of mitigation measures to reduce the impact of MetroLink, including:</p> <ul style="list-style-type: none">• Identification and retention of existing mature trees of good quality, through the adjustment of the alignment, location of structures/buildings and the outline design of the proposed Project;• Comprehensive proposals for hard and soft landscape works, including tree and hedgerow planting to offset the effects of net loss due to the proposed Project;• Where cut and cover sections of track and/or station boxes underground are to be planted over, the inclusion of sufficient appropriate substrate and adequate drainage to allow tree planting and growth for posterity. There is a general requirement for a minimum depth of 1.5m growing medium in such circumstances.• To improve biodiversity, the inclusion of species rich planting and wildflower meadows of primarily native species (and pollinator friendly plant species where deemed appropriate) as part of the planting strategy;• A detailed design of the incorporated biodiverse planting that will be developed with the project ecologist;• In sensitive locations, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees. <p>TII will continue to consult and work with DCC to demonstrate that everything is being done so far as practicable to minimise the impact of the Project on mature trees.</p>

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11	Conservation Section - summary of report - Collins Ave	27	Whilst Our Lady of Victories Church, Ballymun Road (Constraint No. BH-18) is not a Protected Structure, it is included in the National Inventory of Architectural Heritage (NIAH) Reg. No. 50130121, and has been afforded a Regional Rating and Architectural, Artistic, Social and Technical Categories of Special Interest and is an interesting example of 20th century architectural heritage.	<p>Our Lady of Victories Church (OLV) Church was assessed as part of the EIAR Chapter 26, Architectural Heritage. It's status as part of the NIAH was noted and a baseline rating of Medium was assigned to reflect its designations. Impacts on the Church have been assessed and the following mitigation measures (EAIR Chapter 26, section 26.7.1) were assigned to reduce the level of impacts from the proposed Project.</p> <p>Construction Phase - The piling methodology for construction of the station box to the front of the Church will take account of the nature of the construction of the Church, including the stained glass. Prior to construction commencing, The MetroLink PCA supported by their stained glass specialist will have undertaken a condition survey of the Church in order to assess and ensure that the building, including the stained glass windows and associated priests grave, is protected in situ as per the EIAR mitigation measures and MetroLink Cultural Heritage Strategy. If substantial defects are noted as an outcome of this survey that require protective ameliorative measures (e.g. conservation repairs) this will be discussed with the Arch Dioceses and implemented. For each relevant works package vibration and settlement/deformation monitors will be installed in the Church in the vicinity of the works linked to alarms to identify any vibration or settlement activity so that threshold limits are not exceeded. Trigger warnings will be set in a three tier notification hierarchy so as to ensure work practices are paused and amended such that threshold levels are not breached. In the event of a threshold being breached, works will cease until the cause of the -exceedance is identified and systems / methodologies modified to prevent recurrence. Threshold levels will be devised by a competent specialist in consultation with the MetroLink PCA and Environment team, and will be in line with the recommendations of the MetroLink EIAR and relevant British Standards.</p> <p>Operational Phase - The forecourt of the Church will be reinstated in a modified/reduced footprint and provided with new landscaping with the MetroLink access, emergency stairway and intervention shaft sensitively integrated within the forecourt. The design of the new landscaping was devised in consultation with the Archdiocese and is set out and assessed in Chapter 25 Archaeological and Cultural Heritage, Chapter 26 Architectural Heritage and Chapter 27 The Landscape of the MetroLink EIAR.</p>	
12	Conservation Section - summary of report - Collins Ave	27	The proposed works will give rise to the loss of trees which is most regrettable and should be mitigated by replanting/landscaping at all station locations where relevant.	Please refer to response (10) above.	
13	Conservation Section - summary of report - Collins Ave	27	Introduction of the new structures including the Metro Entrance Canopy, ventilation shafts, Fireman’s Lift and other features will interfere with the present harmonious symmetrical setting of the principal elevation of the Church (Refer to Photomontage WM 15.2, 15.2).	As outlined in EIAR Chapter 27, The Landscape, section 27.5.4.16, the design of the proposed Collins Avenue Station includes public realm improvements where possible. It is noted that while the entrance canopy, row of three surface mounted skylights, lifts vents and emergency exits will alter the landscape in front of the Church, the Station design incorporates a broad section of new attractive public realm and garden to the front of the Church. This features high quality paving, seating, bike parking, and garden tree planting with swale planting and ornamental ground cover planting to create a green and welcoming public realm. While not a direct reproduction, care has been taken to reference the orthogonal shape of the church in the proposed footpath design. TII consider that the improvement to the overall appearance of the landscape and public realm associated with the front of the church will also assist with the integration of the Station features.	
14	Conservation Section - summary of report - Collins Ave	27	The location of the various structures associated with the Station Box is driven by standard and not bespoke relationships between the different elements. The magnitude of the impact will be high and the potential effect will be significant.	TII do not concur with this observation. The location of the various structures that are associated with each Station have been particularised at each location taking account of the existing urban realm and the above ground features have been consolidated and integrated where possible to create a legible and clutter free environment.- The concept design aims to balance church and station requirements. The proposals do impact the existing environment, however TII believe that the effect is to improve the quality of public realm, addressing both the important church architecture and public thoroughfare to the front of the church, through the careful design of the soft and hard landscaping, as well as the considered integration of the station elements. Please also refer to response (13) above.	

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15	Conservation Section - summary of report - Collins Ave	27	The visual impact of HVM bollards on all stations and surrounding public realm is dominant - recommended that landscaping / raised planters be introduced to improve overall presentation	TII acknowledge this issue and will reconsider the provision of bollards in entirety at the next design phase. TII will work with DCC and An Garda Síochána to replace as many HVM bollards as possible with alternative solutions such as landscaping or street furniture, at all locations. In addition TII will look at reducing the number of bollards by increasing the spacing, where an alternative solution cannot be found.	
16	Conservation Section - summary of report - Glasnevin	27	The subject site is located within a Red Hatch Conservation Area. The construction of the Glasnevin Metro Station will require a very significant direct intervention with existing historic fabric, which will straddle and incorporate 3no. existing bridges (Cross guns Bridge - formerly Westmoreland Bridge NIAH Reg. No. 50060185, Proposed Protected Structure RPS 8807 and adjacent railway tunnel NIAH Reg. No. 50060112 and bridge) and will be constructed in very close proximity to the 18th century Royal Canal (included in the DCIHR) and the 5th and 6th locks (included in the DCIHR and NIAH Reg. Nos. 50060184 and 50060182).	The location of the proposed Glasnevin Station lies within a non-statutory Conservation Area is understood and considered in both the design and construction of the Station. Architectural and cultural heritage constraints at Glasnevin Station are covered by EIAR Chapter 25 Archaeology and Cultural Heritage and Chapter 26, Architectural Heritage wherein the important cultural significance of these various industrial heritage constraints for the development of the city is recognised. The MetroLink PCA supported by their Industrial Heritage Specialist will have undertaken condition surveys of all heritage constraints within the environs of the proposed station (inclusive of the MGWR/GSWR and Royal Canal) with the full support of Waterways Ireland and Irish Rail before construction commences. These condition surveys will be supplemented by an Underwater Survey of inaccessible areas of the Royal Canal, though visibility and the potential knowledge gain is deemed to be limited. These surveys and arising draft works specifications will be provided to each relevant contractor prior to construction, with each relevant contractor required to engage their own Conservation Architect. The MetroLink PCA will review each contractors Method Statement for compliance with the EIAR mitigation measures and will ensure that all conservation or protection measures are covered by the relevant contractors Construction Environmental Management Plan (CEMP). An outline version of this document is included in EIAR Appendix A5.1, and will be developed to a detailed level by the relevant works contractor once appointed. TII and their contractors will consult with DCC when finalising the detailed version of this Plan particularly in relation to DCC road bridges. All proposed conservation works to the Royal Canal will be in accordance with Waterways Ireland Conservation Guidelines/Specifications/Heritage Plans and Best Practice and the necessary agreement will be in place with Waterways Ireland prior to works commencing.	
17	Conservation Section - summary of report - Glasnevin	27	The particular industrial and architectural heritage importance of the 18th century Royal Canal and its locks requires careful consideration	The architectural and industrial heritage of the Royal Canal is understood and discussed in EIAR Chapter 25 Archaeology and Cultural Heritage and Chapter 26, Architectural Heritage. As outlined in the response to Item 16 above competent experts will be engaged to ensure measures detailed in the CEMP (EIAR Appendix A5.1) are adhered to. A specialist heritage works contractor will be appointed to remove, store, and conserve architectural heritage assets relating to the Royal Canal during construction, to undertake any necessary in situ conservation repairs, and to undertake any necessary reinstatement works on completion of construction. TII have consulted with Waterways Ireland in this regard and have responded to their observations raised on this matter. (Submission No. 312, Waterways Ireland). All heritage constraints and the arising impacts have been given due consideration from pre-EPR project planning. All works to the canal will be in accordance with Waterways Ireland Conservation Guidelines/Specifications/Heritage Plans. No works will be undertaken that cause detriment to the non-statutory Conservation Area designation, to the objectives of the DCC Development Plan (current and proposed). As outlined in Item 16 the MetroLink PCA will have undertaken condition surveys and work specifications for Royal Canal/MGWR/GSWR/Cross Guns Bridge/St Vincent's Orphanage/Historic Paving before construction commences which will be integrated into the final detailed design inclusive of proposals to improve public realm for consideration by DCC. Details of all agreed proposals, which will be discussed iteratively with DCC, will be incorporated into the MetroLink Cultural Heritage Strategy/Detailed Design/Contract Requirements.	

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18	Conservation Section - summary of report - Glasnevin	27	The architectural materiality and language of the proposed new station will contrast with the architecture of the receiving environment and adjacent Protected Structures.	TII believe the commissioning of internationally renowned architect Nicholas Grimshaw and Partners, has delivered a contemporary station design which is appropriate for a state of the art metro system such as Metrolink. Appropriately, significant emphasis is placed on the public spaces. Where feasible, the station concourse is a soaring space illuminated from above with natural light. Dublin's rich architectural heritage has been respected, but not copied in pastiche. In accordance with best conservation principles, as set out in the ICOMOS Venice Charter of 1964, the stations are architecturally distinguishable so as not to falsify the existing historic context. Reference and due respect to that context is made through the choice of high quality and appropriate materials and the scale of the interventions. TII believe the current station and surface level designs greatly enhance the public realm at all locations along the MetroLink route. There is a unifying commonality in the design of all stations, providing a consistent and coherent architectural language, which assists with orientation and wayfinding, and contributes a new architectural lexicon to the cultural iconography of the city.	
19	Conservation Section - summary of report - Glasnevin	27	The removal of trees is most regrettable and should be mitigated by re-planting/landscaping	Please refer to response (10) above.	
20	Conservation Section - summary of report - Glasnevin	27	Particular concerns about the physical impacts on the historic bridges and Royal Canal, as it is not possible to assess the interconnections between proposed and existing fabric to be retained based on the information submitted.	Please refer to responses (16) and (17) above. All historic bridge fabric underlying Prospect Road is to be retained in situ. Detailed plans and methodologies for works demonstrating the exact interconnections will be prepared by the appointed main works contractor, informed by relevant detailed condition surveys, and all necessary divisions of DCC (inclusive of DCC Conservation), Waterways Ireland, Irish Rail and the relevant divisions of the Department of Housing, Local Government and Heritage will be briefed and consulted on any proposals, which in turn will be incorporated into the MetroLink Cultural Heritage Strategy. The impacts on historic bridges and the Royal Canal have been identified and assessed within Chapter 25 Archaeology and Cultural Heritage and Chapter 26 Architectural Heritage of the EIAR.	
21	Conservation Section - summary of report - Glasnevin	27	Detailed drawings are requested for the temporary bridge that will facilitate access for the occupants of Coke Oven Cottages during construction of the works	The detail design of the temporary bridge will be undertaken by the main works contractor. DCC will be consulted during the detail design of this temporary bridge, which will be designed both in accordance with DCC traffic requirements and Waterways Ireland Bye-laws.	
22	Conservation Section - summary of report - Glasnevin	27	Magnitude of the potential direct impacts during construction is predominantly high and the significance of effect are profound, very significant and significant	TII have responded to the individual observations raised with regards to Glasnevin Station (see responses (16) to (21) above). Glasnevin Station is a critical interchange with Irish Rail that is essential to deliver the benefits of the project, but as a result it is a complex element of the Project that interfaces with other key infrastructure stakeholders. Potential environmental impacts of the construction activities at the proposed Glasnevin Station and Interchange have been assessed within the relevant environmental chapters of the EIAR along with proposed mitigation measures that set out how construction phase impacts will be mitigated so far as practicable.	

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23	Conservation Section - summary of report - Mater	27	The baseline sensitivity of the Mater Hospital, St. Joseph’s Church and the Four Masters Park and surrounding Eccles Street, Berkeley Road, O’Connell Avenue is high and the magnitude of the potential direct impacts during construction is predominantly high and the significance of effect are profound, very significant and significant.	<p>The baseline sensitivity of Mater Hospital, St. Joseph’s Church and the Four Masters Park is understood and recognised by EIAR Chapter 25 Archaeology and Cultural Heritage and Chapter 26, Architectural Heritage, Table 26.51. The magnitude of potential direct impacts during construction at Mater Station prior to mitigation have been assessed as Medium, Profound and Very Significant respectively for the aforementioned built heritage receptors prior to the implementation of mitigation measures. The proposed construction mitigations for each are summarised below:</p> <p>Mater Hospital (Table 26.66):</p> <ul style="list-style-type: none">• The methodology for the construction of the diaphragm walls for the Station box to the front of the Mater Hospital is to be devised in conjunction with the Metrolink PCA;• For each relevant works package vibration and settlement/deformation monitors will be installed at appropriate locations within the hospital environs in the vicinity of the works linked to alarms to identify any vibration or settlement activity approaching unacceptable levels / triggers so that vibration threshold limits are not exceeded. Trigger warnings will be set in a three tier notification hierarchy so as to ensure work practices are paused and amended such that threshold levels are not breached. In the event of a trigger threshold being breached, works will cease until the cause of the vibration exceedance is identified and systems / methodologies modified to prevent recurrence. Threshold levels will be devised by a competent specialist in consultation with the MetroLink PCA and Environment team, and will be in line with the recommendations of the MetroLink EIAR and relevant British Standards. Vibration and settlement monitoring instrumentation will be installed in the hospital building in the vicinity of the works linked to alarms to identify any limits approaching unacceptable levels / triggers so that limits are not exceeded. In the event of a trigger being breached, works will cease until the cause of the breach is identified and systems / methodologies modified to prevent recurrence.• Following the completion of the Project Conservation Architect (PCA) undertaking condition surveys in advance of the construction phase, a hierarchy of mitigation measures for necessary interventions will be developed and noise and air quality specialists to safeguard the heritage of these buildings and importantly the physical and mental wellbeing of the building occupants. Such measures will equally be discussed with DCC Environmental Health Unit and with DCC Conservation and where a potential heritage implication is identified. Such measures must be in keeping with HSE National Guidelines for the Prevention of Nosocomial Aspergillosis. <p>As detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring), mitigations and monitoring measures set out in the Railway Order have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts. Mitigation measures have been proposed for all impacts resulting in a moderate significance or above. Furthermore, mitigation measures have also been proposed for some impacts with a lower significance where such measures are routinely applied (for example in the management of construction-related impacts), or where, based on professional judgement, there would be a material benefit to the receptor.</p> <p>The impact is assessed to decrease to slight following the above mitigation.</p> <p>St. Joseph’s Church (Table 26.66):</p> <ul style="list-style-type: none">• The methodology for the construction of the diaphragm wall for the station box to the side of St. Joseph’s Church has been devised in consultation with the Metrolink PCA;• Vibration and settlement monitoring instrumentation will be installed in the Church in the vicinity of the works linked to alarms to identify any limits approaching unacceptable levels / triggers so that limits are not exceeded. In the event of a trigger being breached, works will cease until the cause of the breach is identified and systems / methodologies modified to prevent recurrence.	

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Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
			Response item (23) continued	<p>For each relevant works package vibration and settlement/deformation monitors will be installed at appropriate locations within the hospital environs in the vicinity of the works linked to alarms to identify any vibration or settlement activity approaching unacceptable levels / triggers so that vibration threshold limits are not exceeded. Trigger warnings will be set in a three tier notification hierarchy so as to ensure work practices are paused and amended such that threshold levels are not breached. In the event of a trigger threshold being breached, works will cease until the cause of the vibration exceedance is identified and systems / methodologies modified to prevent recurrence. Threshold levels will be devised by a competent specialist in consultation with the MetroLink PCA and Environment team, and will be in line with the recommendations of the MetroLink EIAR and relevant British Standards</p> <ul style="list-style-type: none">• The impacted sections of the church boundary (where shared with Mater/Four Masters Park) stone pier, gate, railings and plinth wall are to be removed by a specialist heritage contractor in accordance with a conservation method statement to be prepared by the PCA and are to be brought to a place of secure storage during the works;• The grotto is to be temporarily relocated within the grounds of the Church on a short-term basis and in a modified format in accordance with a method statement to be prepared by the PCA and in consultation with the Church authorities; and• Following construction of the station box, the stone pier, gate, railings and plinth wall and grotto are to be reinstated to their original locations in accordance with a conservation method statement prepared by the PCA. <p>The impact is assessed to decrease to slight to moderate following the above mitigation.</p> <p>Four Masters Park (Table 26.66):</p> <ul style="list-style-type: none">• A good quality hoarding with images of the Park or images sensitive to the receiving environment will be in place and maintained in good order for the duration of the works;• The Park is to be reinstated following completion of the construction of the Station, though the park site will now incorporate an access to the Station, ventilation shafts and other structures related to the Station and a revised layout to the Park and railings will be implemented;• Four Masters Cross and Healing Hands Sculpture is to be lifted and removed to a place of secure storage in accordance with a conservation method statement prepared by the PCA (it will receive the necessary conservation and repairs before reinstatement). On completion of the construction of the Station, the Cross and Healing Hands sculpture will be returned to the Park and re-erected in a place to be agreed (in consultation with Mater Hospital, DCC and local residential groups) as part of the final landscaping design of the Park. This Reinstatement works will be carried out in accordance with a conservation method statement prepared by the PCA; and• The gates, railings and plinth walls will be removed in accordance with a conservation method statement prepared by the PCA and brought to a place of secure storage during the works (elements to be reinstated will receive the necessary conservation and repairs before reinstatement). Following construction of the Station box, the gates, railings and plinth walls will be reinstated on a revised alignment in accordance with a conservation method statement prepared by the PCA. Surplus railings will not be subject to conservation unless they can be immediately reused elsewhere on the MetroLink scheme. They will be novated to the Hospital (as owner) or other agreed party for reuse following appropriate consultation. <p>The impact on the overall park is assessed to decrease to moderate to significant following mitigation.</p>
24	Conservation Section - summary of report - Mater	27	The visual impact of the new Metro Station and associated dark brick upstands/vents, lifts and other features on the Mater Hospital, St. Joseph’s Church and Four Masters Park is dominant and adverse and it is not clear how this impact could be improved without a radical relocation or screening of key items.	<p>TII disagree and believe the commissioning of internationally renowned architect Nicholas Grimshaw and Partners, has delivered a contemporary station design which is appropriate for a state of the art metro system such as Metrolink. Appropriately, significant emphasis is placed on the public spaces. Where feasible, the station concourse is a soaring space illuminated from above with natural light. Dublin's rich architectural heritage has been respected, but not copied in a pastiche imitation. In accordance with best conservation principles, as set out in the ICOMOS Venice Charter of 1964, the stations are architecturally distinguishable so as not to falsify the existing historic context. Reference and due respect to that context is made through the choice of high quality and appropriate materials and the scale of the interventions. At Mater station, the canopy entrance evokes the scale of park structures. TII believe the current station and surface level designs greatly enhance the public realm at all locations along the MetroLink route. There is a unifying commonality in the design of all stations, providing a consistent and coherent architectural language, which assists with orientation and wayfinding, and contributes a new architectural lexicon to the cultural iconography of the city.</p>

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
25	Conservation Section - summary of report - Mater	28	The significant alterations required to accommodate the station within the Four Master’s Park including removal of the historic railings, grotto and relocation of sculptures and general shape of the park will be irreversible.	<p>As noted by EIAR Chapter 26, Architectural Heritage, (Table 26.66), the railings, gates and plinth walls enclosing the Four Master’s Park are a designated Protected Structure under reference 737 in the Record protected Structures (RPS) for Dublin City along with the Cross commemorating the Four Masters. As a result they will be removed and placed in secure storage in accordance with the conservation method statement produced by the PCA.</p> <p>On completion of construction the railings, gates, plinth walls and cross will be returned to the Park and re-erected in a place agreed by the landscaping design in accordance with a conservation method statement prepared by the PCA. Four Master’s Park will be reinstated with the additional structures associated with the Station. A revised layout of the Park incorporating these changes will be implemented. The impact on the railings, gates, plinth walls and Cross is assessed to decrease to moderate following mitigation. It is noted that the grotto is an integral component of St Joseph's Church, and does not lie within the lands of the Park or ownership of Mater Hospital. As per EIAR Chapter 26, Architectural Heritage the grotto will be temporarily relocated in modified form elsewhere within the church grounds to accommodate continued veneration and the taking of outdoor confessions. The grotto will be fully reinstated at its original location on completion of the works.</p> <p>The overall impact on the Four Master’s Park has been mitigated through design of the station and the landscaping and therefore the impact will decrease to moderate from significant following mitigation. See Item 26 for further information.</p>	
26	Conservation Section - summary of report - Mater	28	Further careful consideration and a conservation method statement is required of the proposed reinstatement of the historic railings, relocation of The Healing Hands, Four Masters Cross and Grotto and the overall realigned park layout.	<p>TII consider, as noted by responses (23), (24) and (25) above that they have already carefully considered the reinstatement of the historic railings, relocation of The Healing Hands, Four Masters Cross and the overall realigned park layout. The treatment of the grotto is addressed as a component of the curtilage so St Joseph's Church at response</p> <p>As outlined in EIAR Appendix A5.1, Construction Environmental Management Plan, (CEMP), where required, specialists with appropriate skills and experience will monitor on-site construction on behalf of TII. As previously noted above, in terms of reinstatement/relocation, this will include the MetroLink Project Conservation Architect with all heritage works being undertaken by a specialist heritage contractor.</p> <p>Prior to the commencement of construction, the Cultural Heritage Strategy will also be updated by TII’s Project Archaeologist and the Project Conservation Architect in relation to built heritage, who will remain involved during the duration of the project. The Cultural Heritage Strategy will remain live and will be revised as and when required following stakeholder consultation and further refinement of the design and construction procurement process</p> <p>TII commit to procuring the relevant works contractors supported by their own Conservation Architects to undertake any further necessary surveys and undertake the detailed structural assessments/method statements to protect sensitive sites in situ from the MetroLink works. If these assessments dictate that protection measures are required, TII will develop the form and nature of any measures required in accordance with Best Practice and all applicable guidelines and consult with key stakeholders in doing so. The assessments and mitigations will respect the sites historic setting and cultural significance. As noted above any required removals, conservation and reinstatement works will be done by a Specialist Heritage Contactor overseen by the MetroLink PCA.</p> <p>As detailed in Chapter 31 (Summaries of the Route Wide Mitigation and Monitoring), mitigations and mornioring measures set out in the Railway Order have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts. Mitigation measures have been proposed for all impacts resulting in a moderate significance or above. Furthermore, mitigation measures have also been proposed for some impacts with a lower significance where such measures are routinely applied (for example in the management of construction-related impacts), or where, based on professional judgement, there would be a material benefit to the receptor.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
27	Conservation Section - summary of report - Mater	28	The proposed development which includes the removal of trees, is most regrettable and should be mitigated by re-planting/landscaping, particularly to screen the vents and lifts which dominate the setting of the park, which will be reduced in size as a result of the works	Please refer to response (10) above.	
28	Conservation Section - summary of report - Mater	28	Significant concerns regarding the vulnerability of the historic fabric of the Mater Hospital and boundary balustrade to damage during the enabling and construction works because of the close proximity of the site. A detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage.	The potential impact of the works on the Mater Hospital and balustrade was assessed in EIAR Chapter 26 Architectural Heritage. The MetroLink PCA will prepare draft specifications for works before construction commences, as identified in Table 26.66 (AHI-44) . Please refer to item 26 above in relation to contractor requirements to demonstrate how all historic elements will be safeguard and note that method statements for the works will be in accordance with the MetroLink EIAR and ERO and must also be discussed with the property owners and their Conservation Architects.	
29	Conservation Section - summary of report - Mater	28	Similarly, the proximity of the proposed construction to St. Joseph’s Church gives rise to concerns regarding the vulnerability of the historic fabric during the enabling and construction works - a detailed method statement will be required to demonstrate how the historic fabric will be protected to prevent damage.	Please refer to response (28) above noting the Church is also subject to a condition survey/specification of works by the MetroLink PCA and their stained glass specialist.	
30	Conservation Section - summary of report - O'Connell St	28	The proposed extent of demolition is significant in terms of the irreversible loss of extant historical architectural built heritage of O'Connell Street and its environs and is of concern in terms of architectural conservation. However, it should be noted that most of these structures/buildings are the subject of a separate current planning application (Plan No.5126/22). As part of this application, it is proposed to retain and protect all structures on site which are on the RPS.	<p>TII are aware of the planning application (Plan No.5126/22). During design of the O’Connell Street Station the baseline environment was considered for scenarios with and without Hammersons’ Dublin Central 2 development for each of the specialist environmental topics due to the intrinsic nature of the projects-and to ensure that both projects could be built independently of each other if required. It is to be noted that the application is to retain all buildings that are Protected Structures, or elements of buildings that are specifically included within the Record of Protected Structures and No 59 (main building O'Connell Street which is of architectural heritage significance but not listed on the RPS.</p> <p>At the time of writing of EIAR Chapter 30, Cumulative Impacts, the planning applications for Dublin Central (2861/21, 2862/21 & 2863/21) had been submitted to DCC for approval, although these applications had not been granted at the time TII's assessment list was completed in May 2022. As is standard procedure, prior to the Oral Hearing, TII will undertake a gap assessment to identify and list projects that are deemed valid since the last data gathering exercise was carried out and present this at the Oral Hearing. This will include the Dublin Central planning applications (excluding Site 2 for reasons above) assuming they have been granted at this stage.</p> <p>TII and Hammersons will continue to work together, and regardless of the additional Dublin Central 2 development going forward, the facades on O’Connell Street, being the only protected structures affected by the project at this location, will be protected and retained.</p>	
31	Conservation Section - summary of report - O'Connell St	28	The proposed interventions at the O'Connell Street Station to facilitate the propping of facades of Protected Structures to be retained includes the proposed removal of c.13 no. trees, which is most regrettable and should be mitigated by replanting/landscaping	Please refer to response (10) above.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
32	Conservation Section - summary of report - Tara St	28	<p>- The key concerns relate to the significant departure from the historic urban plots and grain in the formation of the large new public plaza, and the somewhat disjointed quality of the urban volume that is largely determined by the location and alignment of the above-ground Metrolink structures.</p> <p>- Recommends that in the consideration of the best urban realm strategy for this site, that reference is made to the historic grain to inform the pattern of suitable future development and to achieve a refinement of the spatial coherence of the new urban space</p>	TII will work with DCC to achieve through future development a refinement of this new urban space in the event of an Enforceable Railway Order being granted.	
33	Conservation Section - summary of report - SSG	28	<p>- The key interventions comprise the relocation of the curved arrangement of large stones wall that forms the backdrop to the Wolfe Tone Statue further back into the park to facilitate the construction of the Metrolink entrance and the placement of brick structures to house vents and escape lifts within the public realm and not within the park, in accordance with the feedback received from the OPW.</p> <p>- Concern is expressed regarding the placement of the new Metrolink station within the curtilage of this historic park and National Monument because of its significance and sensitivity, and the impacts arising from the proposed development particularly the loss of significant mature trees and the placement of associated structures within the historic streetscape.</p> <p>- The OPW preference is that a number of vents and Firemen’s’ lifts should be placed outside rather than inside the park. It is proposed that these secondary but essential structures will be located within the public pavement zone parallel with the eastern boundary of the park, flanked by a somewhat ad hoc arrangement of bicycle stands.</p>	<p>St Stephen's Green Park is a National Monument in state ownership, subject to its own legislation (St Stephen's Green (Dublin) Act 1877).</p> <p>Please also refer to response (67) below that summarises the rationale for the preferred location of St. Stephen's Green Station.</p> <p>Relocating the surface penetrations from within the Park to the pavement is not feasible due to internal station configuration constraints and impacts on pedestrian flow along the pavement. MetroLink has sought to locate wherever possible the surface penetrations outside the boundary of the Park, including ventilation grills and firefighting lifts.</p> <p>EIAR Chapter 27, The Landscape, section 27.5.4.23 identifies that there will be a very significant temporary impact on the Landscape due to the loss of trees in the area of St. Stephen's Green East if mitigation measures are not deployed. However with the proposed mitigation measures relevant to this location in place, summarised below, this temporary impact can be mitigated by:</p> <p>(1) Development of site specific and comprehensive proposals for hard and soft landscape works, including for trees ensuring effective retention of mature trees where possible. These will include: details of the tree species mix, numbers, density and sizes proposed; the tree preparation, presentation, transportation, lifting and placement techniques proposed, as well as; the proposed ground preparation, rootball securing technique, backfill materials and methods, and the specific establishment maintenance proposals for each. These measures will minimise the risk to tree establishment and maximise their viability and future rates of growth.</p> <p>(2) In sensitive locations such as St. Stephen's Green, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees. Furthermore, while the removal of trees from the landscape will initially have a significant impact if left unmitigated, especially in the case of old and developed trees as the replacing material (saplings) can never have the same size and development as the mature original trees that have been removed, resulting in an initial, but temporary contrast between the original established area of trees and the new planted trees area. Over a period of time this contrast will reduce and eventually become imperceptible.</p> <p>While the temporary impact on trees is considered very significant, it does occur over a localised area of the Park that amounts to only 5% of the total area of the Park, impacts 64 trees in the Park, and is confined to the east side (adjacent to the Park fence line) of the Park only. TII are therefore of the view that the construction of St. Stephen's Green Station will not have a significant impact on the overall amenity and function of the Park during construction, given only 5% of the Park area is taken during the Construction Phase, and that once construction is completed, this area is returned to the Park, with only 0.2% of the total Park area taken by MetroLink when operational, whilst providing further access to, and reinforcing that St. Stephen's Green is a key Dublin landmark and destination.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
34	Conservation Section - summary of report - SSG	28	<p>- Raised concerns regarding the visual and physical impact of these structures on the character of the historic streetscape, creating visual clutter and obstructions within the public pavement.</p> <p>- Whilst the proposed use of brick for these structures is acceptable in principle, there are significant concerns regarding the location of these structures and the adverse impacts arising on the historic streetscape. It will be possible to screen other vents within the park enclosure with planting, reducing their visual impact.</p>	This observation appears to be misaligned with observation (33) above which sets out a preference for surface penetrations to be external to the Park. Nonetheless TII confirm that great care has been taken to minimise the impact on the Park and public realm as explained by responses (58) and (67) below.	
35	Conservation Section - summary of report - Charlemont	29	Appropriate mitigation measures and vibration monitoring shall be in place for the duration of the excavation, construction and operation phases to ensure that damage to the Protected Structures and their curtilages and rear laneway is avoided.	<p>At Charlemont Station, TII confirm that environmental monitoring will be in place throughout the works along the route of MetroLink. This will comprise baseline, construction and close-out monitoring. Operational monitoring will also be in place to demonstrate compliance with the environmental limits.</p> <p>Mitigation measures will be in place to minimise the risk of damage, this will be preceded by condition surveys and necessary structural assessments. Monitoring will be linked to predetermined threshold trigger levels set by competent specialists in consultation with TII Environment, Archaeology and Heritage and MetroLink PCA, that will provide the necessary warning trigger levels before environmental limits thresholds are exceeded and damage to heritage constraints does not arise. All private residences will be afforded pre and post-works condition surveys in accordance with the proposed Property Owner Protection Scheme which requires surveys for Protected Structures and structures listed on the NIAH to be undertaken by suitably qualified and accredited Conservation Architect. The station design involves removal or partial removal of a section of the laneway to facilitate construction of a section of the MetroLink Station box, upon completion of the works, laneway and the wall will be reinstated. Should damage occur, the management of the necessary repair and cost will be borne by TII. Further details on the framework of these mitigation measures can be found in section 26.7 of EIAR Chapter 26 (Architectural Heritage).</p>	
36	Conservation Section - summary of report - Charlemont	29	Further careful consideration is required of the proposed detailing of the public realm in front of the principal elevation of the Carroll’s Building (BH-579),	<p>The general architectural design principles for Charlemont Station are to:</p> <ul style="list-style-type: none">• Provide a landmark signifying the entrance to Metrolink at the northern side of the station, while respecting the significance of the Carrolls building and the historic context by maintaining a modest scale.• Improve the Luas connection from ground level through additional stairs and lifts and provide an improved pedestrian environment between the Luas staircase and the entrance to Metrolink;• Treat the internal street as a shared vehicular and pedestrian space;• Provide for cycle parking at the southern entrance, thereby encouraging active travel to public transport interchange <p>The landscape design within this area is coordinated with the development currently under construction and integrated with MetroLink and Luas infrastructure requirements. The landscape design here consists of pockets of planting and strategically placed mature trees to integrate and soften the human experience within this zone.</p> <p>TII consider that the design is of high quality. Reinstatement and landscaping will be required to integrate the MetroLink above ground elements sympathetically with the existing environment. DCC will be consulted during the finalisation of these proposals during the detail design phase.</p>	

Submission No.			71	
Organisation Name or Name of Submitter			Dublin City Council	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
37	Conservation Section - summary of report - Charlemont	29	The present arrangement does not adequately demonstrate the high quality of design, detailing and materiality required for this setting	Please see response (36) above.
38	Conservation Section - summary of report	29	The City Council has carefully considered the observations from the Conservation Section. Whilst it is acknowledged that there will be significant loss of historic fabric on O’Connell Street, the frontages will be retained and overall the presence of a metro station with its large population catchment will greatly enhance the vitality and economy of O’Connell Street. Similarly, as stated above, the location of the St. Stephen’s Green station at the north east end of St. Stephen’s Green is considered the most appropriate location.	TII thank DCC for confirming their endorsement of these MetroLink proposals.
39	Environment & Transportation Department (E&T)- summary of report: Traffic Division	29	<p>The Traffic department has been engaging with the Metrolink team throughout the design process and in general there are no major issues of concern which are still outstanding. There are a number of items to highlight though and these are set out below:</p> <p>(1) - All changes to or new junction and crossings designs are to be agreed with DCC prior to implementation and only the DCC traffic signal maintenance contractor is allowed to carry out any work on DCC traffic infrastructure for either temporary or permanent changes</p> <p>(2) - Additional CCTV locations are required by DCC to manage traffic through the road changes and linked to the DCC communications network to be agreed on a site by site basis with DCC with all costs to be paid by TII.</p> <p>(3) - The scheme traffic management plan should be a dynamic document with constant revision a coordination group be established with representatives of the NTA, TII, DCC and the public transport operators.</p> <p>(4) - As the construction phase of each station will be over several years, all traffic management works and changes necessary for the works should be, as much as is possible, undertaken using permanent materials and layouts, except where there are short duration activities i.e. advanced enabling works.</p> <p>(5) - All works must be in line with the Control of Roadwork Directive and in line with the DCC HGV management strategy.</p> <p>(6) - Where it becomes necessary to implement traffic management changes outside the red line in order to mitigate the impact of the works or the permanent stations, then any such necessary agreed changes should be fully funded by TII/NTA.</p> <p>[Numbers is parenthesis added by TII]</p>	<p>TII are appreciative of the proactive approach taken by DCC with regards this matter and the confirmation that there are no major issues of concern. With regard to the specific observations raised:</p> <p>1. Agreed.</p> <p>2. Changes to CCTV locations or additional requirements linked to the MetroLink scheme will be agreed with DCC. If such changes are required due to MetroLink then the cost of the alteration will be borne by TII. MetroLink main works contractor shall provide Dublin City Council’s appointed signal maintenance contractor and DCC’s appointed telecommunications contractor with all information required for all alterations, installations and any works to the city’s existing traffic signalling infrastructure or existing fibre and CCTV infrastructure .</p> <p>3. The STMP will be a dynamic document, updated periodically to reflect Project progress. TII will convene a coordination group with representatives of NTA, DCC, TII and operators as required. In the initial phases of the projects, the meetings will be held on a fortnightly basis, however, while works are being executed on site the frequency of meetings will increase to weekly, and more frequently if required.</p> <p>4. and 5. Agreed. Traffic management will be agreed on a case-by-case basis and where left insitu for a prolonged period will be suitably designed. Works will be in accordance with the Control of Roadwork Directive and in line with DCC HGV management strategy unless otherwise agreed with DCC.</p> <p>6. TII agree to the cost of traffic works outside redline boundaries being borne by TII in so far as it relates to MetroLink works.</p>
40	Environment & Transportation Department (E&T)- summary of report: Traffic Division - Collins Avenue	30	The rationale for providing new parking spaces on the existing carriageway opposite the MetroLink station on the Ballymun road is not clear to DCC and it is our view that these spaces should be removed or their rationale clearly explained	The new parking spaces referred to, on the existing carriageway opposite the MetroLink station on the Ballymun road are to be provided by BusConnects project and are not included in MetroLink scope of works.

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
41	Environment & Transportation Department (E&T)-summary of report: Traffic Division - Glasnevin	30	There is a lack of a pedestrian crossing shown to the North of Whitworth Road and the design should be amended to include the third arm at the junction.	As part of BusConnects, a pedestrian crossing will not be provided to the north of Whitworth Road to accommodate bus stopping locations adjacent to the Glasnevin MetroLink station. There is no requirement arising from the MetroLink scheme for a pedestrian crossing to be located north of Whitworth Road. The pedestrian crossing south of Whitworth Road will be maintained to facilitate pedestrian movements, as well as the provision of a crossing north of Lindsay Grove.	
42	Environment & Transportation Department (E&T)-summary of report: Traffic Division - Glasnevin	30	The station itself is within a constrained site and this will in time cause some issues, particularly with potential Croke Park match day/ concert day traffic. During the detailed design process for this station the consideration of the impact of these one off events needs to be taken into account and the event plans for Croke Park events updated to take account of this new facility. The existing walking provision along Whitworth road is quite inadequate with no footpath provision on one side and separate to this project a specific study of Whitworth road and options for increasing pedestrian space is needed to be undertaken.	With regards to the Whitworth Road observation - No issues relating to pedestrian movement along Whitworth Road were identified due to the provision of the single footpath. Chapter 9, Traffic and Transport, section 9.6.2.3, does note the model experienced saturation at the pedestrian crossing at the southern side of the R108/Whitworth Road Junction. This issue is solved by widening the crossing from 2m to 4m which can be accommodated in the design.	
43	Environment & Transportation Department (E&T)-summary of report: Traffic Division - Mater	30	Due to its proximity to the station entrance and associated pedestrian activity, the junction of Berkeley Road, Eccles Street and St Vincent's Road North has been proposed for signalisation however the proposed layout needs to be evaluated in the detailed design phase and the junction tightened up to allow for better and safer operation.	EIAR Appendix A9.2-1 presents a Traffic and Transport Assessment of Mater Station during the operational phase. As noted, due to its proximity to the Station entrance and associated pedestrian activity, the junction of Berkeley Road, Eccles Street and St Vincent's Road North has been proposed for signalisation, with provision for pedestrian crossings on every arm to ensure the safe crossing for pedestrians. Additionally, the width of Eccles Street will be reduced at the junction. Provision of shared space will be incorporated on Eccles Street in the vicinity of the junction with Berkeley Road, which will also act as a traffic calming measure on approach to the junction. The results from the LinSig modelling undertaken indicate that in both the AM and PM peak hours of 2035 that the proposed signalised junction is expected to operate within capacity. All arms of this junction have been modelled to ensure its effective operation.	
44	Environment & Transportation Department (E&T)-summary of report: Traffic Division - OCS	30	- This stop is very welcome and an important addition to public transport provision for the O'Connell Street area - A separate project should look at facilitating/easing pedestrian movement in the area to and from the Metrolink stop.	Thank you for endorsing the provision of a station at this location. Regards the separate project referred to, this is outside the scope of the MetroLink project.	
45	Environment & Transportation Department (E&T)-summary of report: Traffic Division - Tara St	30	- At this station which will be a major interchange there is a lack of pedestrian crossings at a number of the adjacent junctions. A separate project is needed to add these crossings in to these junctions prior to MetroLink becoming operational.	The separate project referred to is outside the scope of the MetroLink project.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
46	Environment & Transportation Department (E&T)-summary of report: Traffic Division - SSG	30	At this location the layout on the ground has changed substantially since the design of the scheme was completed. There is in place at present a traffic layout which facilitates outdoor dining on Merrion Row and which was implemented during the pandemic. As per the Dublin City Development plan 2022 - 2028, it is the intention to review these measures and either make permanent or remove.	TII will continue to consult with DCC to ensure the latest DCC traffic management plans are incorporated in the MetroLink detail design.	
47	Environment & Transportation Department (E&T)-summary of report: Traffic Division - SSG	30	The road layout will need to be addressed in the final design stage.	Please refer to response (46) above.	
48	Environment & Transportation Department (E&T)-summary of report: Traffic Division -General Station Design	30	At a number of the stations there will be issues with some of the approach roads to stations from a pedestrian viewpoint with a number of locations having been shown to have less than satisfactory level of service. A body of work needs to be undertaken by DCC and the NTA to review these locations.	Noted. These works are outside of MetroLink scope of works.	
49	Environment & Transportation Department (E&T)-summary of report: Traffic Division -General Station Design	30	CCTV is to be provided at all junctions and crossings next to Metro stations for both traffic management purposes and incident response and ducting shall be made available	As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, CCTV will be installed throughout the MetroLink system including at station entrances, public realm and on trains to provide general security and surveillance of all the public areas, and to inform, if required, the directing and sending of staff and or emergency services to manage the situation, subject to Data Protection Impact Assessment and GDPR requirements. The locations of CCTV infrastructure at Junctions and crossing will be agreed with DCC and installed as part of the MetroLink project. Monitoring of junctions and crossings will be carried out by DCC's traffic control department. TII will consult with DCC in order to minimise the number of poles required to faillitate CCTV.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
50	Environment & Transportation Department (E&T)-summary of report: Traffic Division - Operational Phase	30	<div>- A set of protocols are required to be established with the Metro Link operator regarding any interruption to service and how this is communicated to DCC Traffic,</div> <div>- A monitoring and reporting regime needs to be agreed with DCC</div> <div>- A protocol for how any changes in road layouts or use of streets which impact any aspect of the Metro operation will have to be developed.</div>	<div>A set of protocols will be agreed with DCC as part of the development of temporary traffic management plans for specific work. Protocol and temporary traffic management plans will be agreed in advance with DCC as part of traffic forums convened during construction. The arrangement will be similar to those that works effectively on Luas projects.</div> <div>As detailed in Appendix A9. Overall Traffic and Transport Assessment section 7.2, It is anticipated that, overall, the proposed Project will provide for improvements to the public transport network, resulting in decreases in private car usage/trips (with the exception of trips being made to and from the Park and Ride Facility), increases in public transport usages, and will facilitate walking and cycling to the stations, without significantly impacting on the operation of the networks in the area. There may be a requirement for further work in conjunction with FCC and DCC to determine full effective mitigation measures, such as reconfiguration of street furniture or reallocation of space to maximise available width where there are Significant negative impacts to pedestrian comfort levels.</div> <div>As detailed in EIAR Chapter 6 (MetroLink Operations and Maintenance), should services be disrupted, for example due to delays closing doors or to a broken-down train, it will be possible to keep disruption to a minimum by using track crossovers and varied routing so that other trains can by-pass the affected train. In advance of the operational phase, a communication strategy between MetroLink and the relevant parties within DCC Traffic will be established to ensure continued network coverage in the event of any interruption of service. However, as detailed in EIAR Chapter 6 (MetroLink Operations and Maintenance), the Communication Base Train Control system and its supporting communications network is a highly reliable, fully duplicated system with redundancy built in, so that failure in one part of the system is replaced by another part of the system, so that operational failures are extremely unlikely.</div> <div>A monitoring and reporting regime will be agreed with DCC in advance of the operational phase, which will include protocols for communications between the operator and DCC.</div>	
51	Environment & Transportation Department (E&T)-Active Travel Programme Office Summary	31	<div>- The Active Travel Programme Office (AcTPrO) welcomes the submission of the Railway Order application for Metrolink and fully supports the proposal</div> <div>- An important element will be to provide secure sheltered cycle parking at public transport stops, stations, etc. and this Office would welcome this provision</div> <div>- Would welcome increased provision of cycle parking at all stations</div>	Please refer to response (1) above regards the provision of cycle parking.	
52	Environment & Transportation Department (E&T)-Active Travel Programme Office Summary	31	<div><u>Ballymun Station ; Collins Avenue Station; Griffith Park; Tara; St. Stephen’s Green; Charlemont Station</u></div> <div>- Noted that a significant amount of these spaces are located a significant distance away from the metro entrance to the south. Spaces should be provided as close as possible to the proposed metro entrance and all bicycle parking spaces to be sheltered and secure and consideration should be made for bicycle lockers to provide adequate security at selected stations</div>	<div>Please refer to response (1) above regards the provision of cycle parking.</div> <div>Cycle parking is provided as close to the stations as possible indicated on the RO drawings-and designed in accordance with best industry practice and sheltered wherever possible. TII would also note that as set out by EIAR Chapter 6, MetroLink Operations and Maintenance, the following security measures are provided for:</div> <div>•The architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide.</div> <div>•The Operational Control Centre (OCC) will be the central communications and operational hub, located in the administrative building at the Dardistown Depot. The role of the OCC will include monitoring and managing security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</div> <div>•CCTV will be installed throughout the MetroLink system to provide general security and surveillance of all the public areas, and to inform, if required, the directing and sending of staff to manage the situation.</div> <div>Bicycle lockers do not form part of the Railway Order design.</div>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
53	Environment & Transportation Department (E&T)- Active Travel Programme Office Summary	31	<u>Glasnevin Station and Mater</u> - It is recommended that cycle lanes are provided on Phibsborough Road which links cyclists from/to the Royal Canal Greenway to the proposed two-way cycle lane to the bicycle spaces in the North West corner of the site. - Proposed that the number of bicycle parking spaces to be increased due to the major interchange at this location; be sheltered and provided as close as possible to the metro station entrance. - Consideration should be made for bicycle lockers to provide adequate security.	The provision of cycle lanes on Phibsborough Road is not within the scope of MetroLink or the remit of TII. It is noted that as set out by the Draft GDA Cycle Network Plan 2021, Phibsborough Road is designated on the primary cycle route which will see cycle lanes provided linking from the Royal Canal Greenway to Glasnevin station (see EIAR Chapter 9, section 9.5.2.4.4.1, Table 9.60, and EIAR Chapter 6, section 6.8.1, Table 6.6.) Please refer to response (1) and (52) above regards the provision of cycle parking and security respectively.	
54	Environment & Transportation Department (E&T)- Active Travel Programme Office Summary	31	<u>O’Connell Street Station</u> - Bicycle lockers could be provided within the station.	Please refer to response (52) above. The Railway Order design does not include for the Provision of Bicycle lockers within the station	
55	Environment & Transportation Department (E&T)- Active Travel Programme Office Summary	31	<u>All Stations</u> Should be designed to facilitate the transfer of bicycles to and from metro, for example, potentially as shown on page 25 of Ireland’s First National Cycle Policy Framework.	MetroLink will be designed to accommodate folding/commuter type bikes and micro mobility devices, however access to the MetroLink system for these devises will be dependent on a the establishment of a coherent city wide public transport policy regarding their use on public transports systems by the Department of Transport and the National Transport Authority.	
56	Environment & Transportation Department (E&T)- Roads Divisions’ Summary	31	- Report prepared by the Roads Divisions. It includes technical input from Roads Design, Roads Construction, Roads Maintenance and Transportation Planning Divisions, the remit of which covers design and construction phases through to maintenance and operational phases of the scheme as well as wider policy and planning considerations - Very supportive of the Metrolink project, its potential to deliver substantial mode shift away from private car and the opportunities it presents for regeneration and the true integration of land use and transportation. - Substantial pre-ap plication engagement regarding the project took place between Dublin City Council and Transport Infrastructure Ireland (TII) over the last few years, for which TII is commended. - Satisfied that any issues raised through the course of discussion have substantially been addressed. - Recommended Conditions inserted into Appendix	TII welcome this supportive statement. TII shall consult and comply with the requirements of Dublin City Council (DCC) in regard to all elements of the design and construction of any works to, or affecting, local authority roads.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
57	Environment & Transportation Department (E&T)- DCC Environmental Protection Division Summary	31	<p>- The proposed works are largely underground, sometimes at considerable depths. It is important to ensure that there is no impact on existing drainage infrastructure, particularly critical infrastructure such as the Grand Canal Tunnel.</p> <p>(1) - The principles of Sustainable Drainage Systems (SuDs) should be integrated with all other environmental aspects of a project</p> <p>(2) - Groundwater shall be protected throughout the construction and operational phases of the project.</p> <p>(3) - The project shall not result in the deterioration of ground or surface water quality in accordance with the Water Framework Directive.</p> <p>(4) - Domestic wastewater generated within site compounds shall be discharged to foul/combined sewers only in consultation with the statutory body (Irish Water).</p> <p>(5) - TII advised of the importance of demonstrating compliance with the Water Framework Directive and the draft 3rd cycle of the River Basin Management Plan.</p> <p>(6) - Conditions Recommended - see Appendix</p> <p>[Numbers in parenthesis added by TII]</p>	<p>With particular regard to the Grand Canal Tunnel, TII have surveyed the structure to confirm its line and level and lowered the MetroLink alignment, tunnel and Charlemont Station, to ensure there is adequate clearance between it and the MetroLink running tunnel to manage possible ground movement generated by TBM tunnelling. TII contracts will include strict settlement and vibration limits which will be adhered to by the tunnelling contractor during the works. These limits will ensure that there are no negative impacts on the Grand Canal Tunnel that would affect its continued operation during Metrolink works.</p> <p>(1). The drainage system for the proposed Project has been designed to incorporate Sustainable Urban Drainage System (SuDs) components and techniques (C753, CIRIA, 2015).</p> <p>(2) and (3). Groundwater impacts are described in EIAR Chapter 18, Hydrology, with proposed mitigation measures where required detailed in section 18.6.</p> <p>The contractor will be required to operate in compliance with a Construction Environmental Management Plan (CEMP). The project-specific Outline CEMP (CEMP) for the project is included in EIAR Appendix A5.1. This document includes specific measures which will be implemented in order to protect the water environment. TII will operate in accordance with The Water Framework Directive (WFD).</p> <p>(4). The plan is that all discharges go to sewer and TII continue to liaise with Irish Water in this regard to ensure there is sufficient capacity.</p> <p>(5). Mitigation plans developed and included within EIAR Chapter 18 are designed in compliance with the WFD and the River Basin Management Plan.</p>	
58	Environment & Transportation Department (E&T)- City Architects Summary	32	The report does not raise any fundamental objections to the proposed but looks at each of the proposed stations and makes specific suggestions that could improve each of them in terms of a range of aspects including; material palette; universal design aspects of the stations and surrounds; accessible parking; the public realm; pedestrian movement prioritisation.	<p>Thank you for confirming there are no fundamental objections. TII have commissioned internationally renowned architect Nicholas Grimshaw and Partners who have delivered contemporary station designs which are appropriate for a state of the art metro system such as Metrolink. Appropriately, significant emphasis is placed on the public spaces. Where feasible, the station concourse is a soaring space illuminated from above with natural light. Dublin's rich architectural heritage has been respected, but not copied in a pastiche imitation. In accordance with best conservation principles, as set out in the ICOMOS Venice Charter of 1964, the stations are architecturally distinguishable so as not to falsify the existing historic context. Reference and due respect to that context is made through the choice of high quality and appropriate materials and the scale of the interventions. At Mater station, the canopy entrance evokes the scale of park structures. At St Stephen's Green, the materials of the ventilation structures are chosen to respect the surrounding 18th century Georgian brick architecture. The aesthetic values of all eras, including our own, have cultural validity, and therefore the brick is used in a contemporary way reflecting contemporary aesthetic idioms derived from 21st century technology. TII believe the current station and surface level designs greatly enhance the public realm at all locations along the Metrolink route. There is a unifying commonality in the design of all stations, providing a consistent and coherent architectural language, which assists with orientation and wayfinding, and contributes a new architectural lexicon to the cultural iconography of the city.</p>	
59	Parks, Biodiversity and Landscape Services Summary	33	<u>Ballymun Station</u> Impact is considered low and the station development will positively contribute to the urban regeneration area. The station plan indicates there will be more compensatory tree planting and overall it is expected that the proposals will visually improve this location and create a good urban edge to this side of Ballymun Road.	TII are appreciative of the positive endorsement.	
60	Parks, Biodiversity and Landscape Services Summary	33	<u>Collins Avenue Station</u> Visually prominent church building and there will be significant visual impact during construction including loss of mature trees. Proposed above ground station structures and tree planting will visually intrude into views of the church from the road corridor and change its original open setting.	<p>As outlined in EIAR Chapter 27, The Landscape, section 27.5.4.16, the design of the proposed Collins Avenue Station includes public realm improvements where possible. It is noted that the entrance canopy, row of three surface mounted skylights, lifts vents and emergency exits will alter the landscape in front of the Church but features will be implemented to reduce those impacts where possible. The Station design incorporates a broad section of new public realm and garden to the front of the Church in contemporary style, featuring; high quality paving; seating; bike parking; and garden tree planting with swale planting and ornamental ground cover planting. This will improve the overall appearance of the landscape with the addition of the station features.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
61	Parks, Biodiversity and Landscape Services Summary	33	<u>Albert College Park Intervention Shaft</u> - The layout should not impact on the main football pitch - The new facility's boundary on the Ballymun Road should be designed to match the existing park perimeter by use of a hedge boundary with railing to rear if possible - Request for information to be provided to Park Services for approval at detail design	<p>As explained by EIAR Chapter 11, Population and Land Use, Table 11.64, the land take required for the Albert College Intervention shaft will result in the loss of both of the existing 5 a-side pitches and a small portion of one of the full-sized pitches. To maintain the existing facilities, it is proposed to rotate the existing full-sized pitches 90 degrees and locate them side-by-side to the east of the park, resulting in slightly reduced dimensions. Sufficient area will be available to increase the dimensions of both 5 a-side pitches as well as providing sufficient circulation around the pitches while they are occupied. The impacts will be reduced to negative, slight, short-term. A condition survey of the stone and rail boundary will be undertaken by the MetroLink PCA prior to the commencement of construction.</p> <p>As detailed in section 27.5.4.17 of EIAR Chapter 27 (The Landscape), the proposed Project creates a slightly changed shape to the interior of the Park in the operational phase, however it will be able to function as it currently does. The replacement tree planting at the intervention shaft site will mature and the gap created in the boundary tree line will, over time, be filled. Initially the increased intervisibility between the interior of the park and the residents across the Ballymun Road, will not be much diminished by the proposed replacement planting. Ultimately as the replacement tree planting matures, the visual environment and visual amenity offered by the Park will return to its current characteristics.</p> <p>TII are happy to engage further with DCC Parks Services throughout the detailed design stage on this matter.</p>	
62	Parks, Biodiversity and Landscape Services Summary	33	<u>Griffith Park Station</u> Significant loss of boundary trees along St. Mobhi Road, however replacement tree planting is not indicated and this should be reviewed. Pitch drainage and irrigation will need consideration as part of the field will be over roof structure with alteration of its normal water table.	<p>The MetroLink Railway Order design does not require the removal of trees on Mobhi road. Tree indicated for removal will be removed as part of Bus Connects project and separate planning application.</p> <p>With regards to pitch drainage and irrigation, a specialist consultant has been appointed for designing the football pitch. and drainage design. The drainage design and pitch irrigation will take account of the station roof slab beneath. Details of this design, including drainage system can be made available when finalised. The impacts to the hydrology of football pitches has been considered in section 18.5.3.6 of EIAR Chapter 18 (Hydrology).</p>	
63	Parks, Biodiversity and Landscape Services Summary	33	<u>Glasnevin Station</u> - Connectivity to the Royal Canal Way and enhancement of greening along the canal boundary are positive elements of the scheme.	TII are appreciative of the positive endorsement.	
64	Parks, Biodiversity and Landscape Services Summary	33	<u>Mater Station</u> - There will be a significant loss of mature and well established trees and consideration should be given to retention within the area which may not be affected by the station construction. - Public realm upgrading to Eccles Street fronting the hospitals building’s classic portico are also proposed and will help strengthen connection to the park. - The station’s skylights and vents will visually intrude into the park setting and consideration of vertical greening/ climbing plants to help screen them should be considered. The existing trees should be surveyed before removal so that similar replacement planting may be achieved post construction.	Please refer to responses (10) and (58) with regards to mitigation measures to reduce the impact of tree loss and the architectural treatment of the MetroLink stations respectively.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
65	Parks, Biodiversity and Landscape Services Summary	33	<u>O'Connell Street Station</u> The station drawing below indicates the potential removal of 13 Plane trees ‘subject to confirmation of temporary facade protection measures’. The retention of these trees, which are now successfully established following the street’s upgrading works is preferable to Parks Services. Further discussions are required should their removal be considered essential as future compensatory planting post development will require careful planning to maximise the success of re-planting and establishing the tree row.	This observation is noted and TII will continue to consult with DCC to ensure minimal impact at this location so far as practicable. Please also refer to response (10) above regards to mitigation measures to reduce the impact of tree loss.	
66	Parks, Biodiversity and Landscape Services Summary	34	<u>Tara Station</u> : - There are no landscape impacts arising and generally a positive upgrade of the local public realm will occur - Further greening opportunities could be considered for the site. A more detailed landscape /public realm plan should be prepared.	The positive endorsement is appreciated by TII. Please refer to response (32) above with regards the future development of the public realm.	
67	Parks, Biodiversity and Landscape Services Summary	34	<u>St Stephen’s Green Station:</u> - The location of this station within St Stephen’s Green Park is not supported by Park Services due to its inappropriate impact on this historic flagship park. Conservation area policy of the Development Plan (BHA9) states that development within or affecting a conservation area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting. The station and its associated facilities do not comply with this policy and as a transportation project do not actually contribute to the functioning of a historic park. In view of this it is recommended that an alternative location external to the park should be sought for this station. - As stated above, the City Council considers that the benefits to the city outweighs the localised impacts on St. Stephen’s Green and may indeed attract more users to the Green.	Please refer to response (58) with regards to the architectural treatment of St. Stephen's Green Station. For the reasons set out below, TII are in agreement with the City Council that the benefits to the city outweighs the localised impacts on St. Stephen’s Green and may indeed attract more users to the Green. TII have undertaken significant assessment of alternative options for the MetroLink station as presented in EIAR Chapter 7 Consideration of Alternatives (refer to section 7.7.10.10, New Metro North Alignment Options Report (TII 2018), and appendices A7.5, A7.7 and A7.8). This analysis considered potential environmental effects on St. Stephen’s Green Park, potential effects on buildings on the east and north sides of St. Stephens Green, on traffic and transport along St. Stephens Green East, and on critical utilities serving large areas of the city located under the road at St. Stephen's Green East. Options assessed include alternative MetroLink alignment options through this area with alternative station locations, alternative station locations at St. Stephen's Green East, and alternative construction methodologies such as mining. The preferred station location of St. Stephen's Green East was chosen as it minimises the potential impacts on the Park when compared to other options with a larger footprint in the Park. The preferred option occupies c. 5% of the Park area during the construction phase, reducing to just 0.2% of the Park during the operational phase. In addition, all heritage features such as monuments, railings, bollards, and paving stones can will be fully reinstated following the construction phase. The location of the station has been chosen and carefully designed to ensure that St Stephen's Green East continues to function as an important transport route, as an important corridor for critical utilities such as water, electricity and sewage, and as an important location for commercial and business activities. Ensuring this critical functionality on this side of St. Stephen's Green would have been prolonged and very difficult to achieve with the Location 8 that was located entirely outside of the Park. This option also negates the potential for direct impacts on properties to the east side of St Stephens Green East road, on critical utilities including a major Victorian sewer, and on the roadway which is an important access route to the city centre, particularly for public transport. It is acknowledged in Chapter 27 of the EIAR that the reinstatement of trees removed will take a significant period of time to re-establish. However on completion of the construction phase, reinstatement of heritage items and replanting (and reestablishment) of trees, TII maintains that the proposed St. Stephen's Green Station will enhance this area by providing Dubliners and visitors alike with high quality public transport access to St. Stephen's Green and to this area of the city, thereby reducing car dependency, noise levels and improving air quality, while allowing citizens to enjoy St Stephen's Green long into the future.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
68	Parks, Biodiversity and Landscape Services Summary	34	<u>Charlemont Station</u> Street trees are well established mature trees and there will be a significant reduction of greening in the area as result of their removal. Compensatory street tree planting post-construction should be implemented and detailed landscape plans should be presented of the scheme	Please refer to response (10) above.	
69	Parks, Biodiversity and Landscape Services Summary	34	<p>- Badger: The proposed mitigation in the EIAR would be required in full if permission is granted. Timeframe for the “pre-construction checks of the activity status of all setts” should be revised from 12 months to 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project should also consult with the National Parks and Wildlife Service (NPWS) prior to construction</p> <p>- Otter: The cumulative impacts that all three of the proposed projects: Metrolink, Luas Extension, and Royal Canal Greenway could have on the otter population should be evaluated</p> <p>- Bats: Considered additional mitigation through a programme of replacing hedges and trees years in advance of construction allowing for hedgerows and trees to mature and reduce impacts when construction takes place</p> <p>- Welcome that a suitably qualified bat ecologist will review and input into Lighting Plan.</p> <p>- Specified information to be provided to DCC for approval at detail design stage (detail in report) Protected species: Further evaluation of some species required and mitigation measures required (see report for full detail)</p> <p>- Japanese Knotweed: complete Japanese knotweed surveys using a suitably qualified ecologist and conduct any required eradication programme.</p>	<p>Badger: As outlined in EAIR Chapter 15 Biodiversity, section 15.5.1.6 there is only one badger sett located within the zone of influence (Zoi) of the proposed Project. Whilst there will be no direct loss of this sett as a result of the proposed Project, potential impacts could still occur as a result of disturbance. The 12-month timeframe for Pre-construction surveys is taken from TII Guidance "Guidelines for the Treatment of Badgers Prior to Construction of a National Road Scheme" where it is recommended that the surveys will be carried out no more than 10-12 months in advance of construction. As per the Guidance, this will be supplemented by inspection of the area immediately prior to site clearance to ensure no new setts were established. However, TII have no objection to reducing this to 6 months for the reasons set out by the observation.</p> <p>Otter: The impact of the Luas extension project is considered by EIAR Chapter 30, Cumulative impacts. The Royal Canal Greenway is due for completion prior to construction of MetroLink and therefore no impacts are predicted.</p> <p>Bats: TII and the contractor will work with DCC to agree a planting and lighting strategy (in terms of locations and timing) whilst allowing the project construction phase to progress in line with the current proposed programme.</p> <p>Japanese Knotweed: TII confirm that surveys will be undertaken by a suitably qualified ecologist. Mitigation strategies to prevent the spread of Japanese Knotweed have been prepared with regard to Invasive Species Ireland (ISI) Best Practice Management Guidelines for Japanese knotweed and The Environment Agency (EA) Managing Japanese knotweed on development sites - the Knotweed Code of Practice (Version 3, amended in 2013, withdrawn from online publication in 2016). Surveys and a desktop study had identified Japanese Knotweed:</p> <ul style="list-style-type: none">• Located within Irish Rail lands along the existing railway embankments and adjacent lands north of the Royal Canal south-east of Glasnevin Cemetery; and• Located on banks of the River Tolka and Royal Canal, and within St. Stephen’s Green Park. <p>The method for control of Japanese Knotweed will depend on the nature and timing of construction works. These will be fully detailed in the final ISMP after the pre-construction survey of the proposed Project (EIAR Appendix A15.8).</p>	
70	Culture, Recreation and Economic Services Department - Summary	34	<p>Markiewicz Sports & Fitness Centre</p> <p>- DCC have engaged with TII in relation to the development of a sports and recreational facility to replace Markiewicz Sports & Fitness Centre</p> <p>- DCC have commissioned a feasibility study to look at alternative locations in the area</p> <p>- Initial findings have identified a possible location and an outline scheme to ensure existing services to the community in this part of the city are maintained and enhanced. The next stage is for DCC to consult with stakeholders, including elected representatives, community representatives, facility users etc. early in 2023 in relation to the feasibility study completed. If agreement in principle is forthcoming, DCC will appoint a design team to develop detailed proposals and prepare and submit a planning application for the new facility. Throughout this process DCC will continue discussions on a range of key issues with TII in relation to the successful procurement of a new Leisure Centre, including around compensation and reinstatement costs, programming impacts and timing issues and stakeholder engagement</p>	<p>TII will continue to work with DCC in relation to the development of an alternative sports and recreational facility to replace the Markiewicz leisure centre and intends to fund the alternative. However, TII does not have control over that development, which is part of DCC’s function to provide public sport and recreational facilities in its function area. DCC may or may not be in a position to deliver it in parallel with the MetroLink project. Accordingly, the Board should assess the MetroLink project on the basis that the alternative may not be available. The impact would then be significant, but nonetheless one that would not outweigh the strategic scale long term benefits that MetroLink will deliver.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
71	Dublin Fire Brigade - Summary	35	- DFB fully support the development of a Metro System for Dublin and have been liaising with TII in this regard. - As part of the liaison process, DFB have been presented with the fire safety strategy for the design of the tunnel and prototype station. - Further analysis is being undertaken by TII to support key queries raised about the fire safety strategy. We continue to be available to work with TII in anticipation of the advancement of the design.	TII thank DFB for their support and proactive engagement throughout the preliminary design process and Railway Order application. TII will continue to work closely with DFB to ensure the design is advanced in accordance with DFB requirements. it is noted that as detailed before. As detailed in EIAR Chapter 6 (MetroLink Operations and Maintenance) section 6.6.5.6, a Fire Safety Strategy for the proposed Project has been developed in liaison with Dublin Fire Brigade. This strategy includes safety features at stations to minimise the risk of fire, safety lineside features within tunnels and other sections such as, but not limited to ventilation, CCTV, signage, lighting, firefighting water supply systems; proposed emergency evacuation protocols to be adopted for emergency events along the railway line and at stations; station specific information including drawings and evacuation calculations; safety systems and features to be adopted as part of the formal tender requirements for rolling stock; and fire safety information relating to the depot at Dardistown and the park and ride at Estuary. Further information on the location of fire service accesses and facilities is provided in EIAR Chapter 4 (Description of the MetroLink Project). TII will continue to work with DFB to resolve any outstanding queries they may have.	
72	Telecoms Units - Summary	35	Given the difficulty of laying duct along or close to the rail line it would be important to get any duct put in during construction as the addition of duct at a later date along the route would be very difficult. DCC Telecoms would request that the following be included in the project: 2x110mm ducts installed in a duct bank along the complete length of the route with associated access chambers at regular intervals of not more than 200m.	Unlike the Luas network, the MetroLink alignment is running in tunnel from Northwood Station throughout to the city. Typically TII would acceded to this request, however in the case of a scheme which is in tunnel and 30m below ground level, efficient/economic access to the ducting and chambers for the purposes of extending services to a catchment along the alignment would not be feasible.	
Appendix 1 - Recommended Conditions (see appended sheet)					
Appendix 2 - Departmental Reports					
73	Planning and Property Development Department - Ballymun Station	52	While the Drawings reference the Bus Connects proposals, it must be noted that these proposals are also still at the planning stage and must be integrated into the Metro Station Environs. The applicant should have regard to the Part 8 Planning consent granted for the Plaza in September 2021 (Reg. Ref. 3131/21), the on-site works of which are expected to commence in 2023. The provision of car parking at this particular location, as proposed, would seriously detract from the creation of a pedestrian-focused civic space.	As noted BusConnects is at the planning stage and therefore it would not be appropriate for TII to assume BusConnects has been granted planning permission as part of the MetroLink Railway Order application. However, (1) The GDA Transport Strategy requires BusConnects to be delivered and (2) the EIAR has to consider the likely future baseline. TII has therefore considered BusConnects as part of the design so that in the event planning permission is granted it can be integrated with the MetroLink project. Please refer to response (40) above. Regards the planning consent granted and the provision of car parking, TII note the observation. For the reasons explained by response (40) above and as set out by EIAR Chapter 9 Traffic and Transport, section 9.6.2.2.4.5: "There will be a loss of commercial parking in Ballymun Car Park to facilitate the Station entrance and associated cycle parking. However, a total of 24 car parking spaces will be provided along both sides of the R108 Ballymun Road at Ballymun Station, reducing the severity of the impact." The carparking shown on the MetroLink drawing illustrates carparking which is required as part of the BusConnects scheme. TII are seeking consent for these carparking spaces as part of the Metrolink railway order applications, to ensure that the works can be provided under by TII or BusConnects depending on which applicant is in a position to carry the works at the appropriate. This will depend of the progress of their the respective planning applications.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
74	Planning and Property Development Department - Ballymun Station	56	It is also noted that the landscape drawings provided on the web link provided, within the book entitled “Landscaping Details: Fingal County Council and Dublin City Council”, do not contain any landscape detail for this site or the rest of the DCC lands. Therefore a full and detailed assessment of the materials proposed has not been carried out.	The landscaping plans are contained within the Structures Drawings Book 2 of 3 MetroLink Stations Dublin City Council. Chapter 27 of the EIAR further provides descriptions of the proposed landscaping for DCC stations and Appendix 27.1 Photomontages illustrates the proposals.	
75	Planning and Property Development Department - Ballymun Station	56	It is recommended that TII redesign the public domain interface between the station and the roadway, taking into account the need to prioritise pedestrian movement and the provision of civic space. Materials should take account of and tie in with existing materials along Main Street and those proposed for the new Civic Plaza at Cearndg an tSeachtar Laoch.	EIAR Appendix A9.2-A Section 6.1.3 explains the results of the pedestrian comfort and impact assessments for Ballymun Station. No issues were found for pedestrians on the Main Street, while issues identified surrounding the pedestrian crossings (Section 6.1.3.1) have been mitigated. With regards materials and architectural treatment, please refer to response (58) above.	
76	Planning and Property Development Department - Ballymun Station	56	It is also noted that the proposal includes provision for 292-cycle spaces. It is recommended that the placing of bike stands as shown along the new Civic space on Main Street will lead to excessive pedestrian impediments and visual clutter. Given that bike parking at a station will frequently be for a full working day, it is recommended that multi-storage bike areas should be provided, either as stand-alone elements or as part of the new station box. Parking should not be treated the same as parking in front of shops etc. and daytime storage rather than ease of parking is more appropriate.	EIAR Appendix A9.2-A section 6.1.3 outlines the pedestrian comfort and impact assessments for Ballymun Station. These found no issues arising for pedestrians on Main Street. TII do not agree that there will be associated visual and physical clutter as a result of the cycle parking. EIAR Chapter 27 (The Landscape) details the assessment of the landscape and visual impacts during both the construction and operational phases. As detailed in Chapter 4 (Description of the MetroLink Project) section 4.7.6, cycle parking is provided in one of two options, (1) a specifically designed cycle park building and (2) surface parking, both covered and uncovered, which is integrated within the landscape design at each particular station. At present, two-tier cycle parking racks have not been utilised in the Project's design as they may preclude the parking of various other types of bikes, including cargo bikes, tricycles or accessible bikes, amongst others. However, the use of two-tier cycle parking, and the provision of other types of cycle parking, will be considered by TII during the detailed design stage and in our discussion with other agencies involved in the delivery of cycle parking city wide, such as DCC. As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, due to space constraints in the vicinity of stations in the DCC area, it has not been possible to provide 100% of bicycle parking required to meet demand at every station. However, the maximum number of bicycle parking has been provided at each station taking cognisance of available space. EIAR Chapter 31, Summaries of the route wide mitigation and monitoring proposed, goes on to further note (Mitigation Reference TT19) that cycle parking provisions per station will be monitored to ensure that the level of provision is meeting the demand. Similarly, the volume and type of cycle parking provisions required may change over the course of the Operational Phase due to the ongoing shift to shared and micro mobility solutions. Notwithstanding the above. TII does agree that there is a need for high density cycle parking into the future to accommodate demand from the Project, as well as demand from the general increase in cycling forecasted within the City. In recognising the shortfall, meeting this demand will require a coordinated multi-agency approach to ensure efficient delivery of cycle parking spaces and facilities. There is a clear mix of uses in the areas surrounding MetroLink stations, which may see cycle demand in varying peak times. As a result, it requires a combined approach and delivery from multiple agencies, e.g. Dublin City Council, Fingal County Council, NTA, TII and Irish Rail, to identify how future demand can be accommodated sustainably and the maximum benefits of the parking achieved. This will include the consideration of available land, but noting such land is often already allocated as part of future development plans. TII anticipate cycle parking provisions are likely to involve a combination of fixed and shared bicycles and other facilities to support the delivery of mobility hubs across the region.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
77	Planning and Property Development Department - Northwood Station	57	Site 29, to the north, is also sterilised until after the MetroLink delivery, as it is shown for use as a logistics yard associated with MetroLink. Please note that this site contains old field boundaries. Any works to this field boundary should be addressed in the Planning scheme.	This has been identified and assessed in EIAR Chapter 25 Archaeology & Cultural Heritage, ACH113. It is noted within the Chapter that <i>"any extant section of Townland Boundary to be impacted upon will be subject to a detailed written and photographic survey (to include test excavations where appropriate)"</i> .	
78	Planning and Property Development Department - Northwood Station	57	<p>The key points concerning the proposed Northwood stop</p> <ul style="list-style-type: none">• Confirmation from TII concerning the future constraints on Site no. 31 of the LAP: Is there scope to build over any aspects of the Station stop?• This stop proposes 204 cycle spaces. It is recommended that the at-grade street provision will create pedestrian and visual street clutter. Provision for multi-storage bike areas should be provided in place of at-grade bike storage.• The landscape strategy should include tree planting to the median of Ballymun Road (R108) to be provided by either Bus Connects or MetroLink. A key focus of this area should be the creation of a more pedestrian-friendly environment that creates a safe and visually pleasing pedestrian place that enhances east-west movement in this new emerging urban area.	<p>In response to the observations made:</p> <p>1. The Railway Order does not include for an oversite development (OSD), but the MetroLink project does not preclude an OSD. TII have consulted with DCC and can confirm that oversite development is possible at Site 31. “MetroLink will be a catalyst for and provide opportunity for future development and regeneration. While the MetroLink Railway Order does not include for future neighbouring or overhead development, the tunnels and stations are designed to support appropriate future imposed loads. TII will be required to make submissions in relation to planning applications for proposed future developments on or adjacent to MetroLink and there will necessarily be some engineering constraints (such as permissible loadings) required. However MetroLink is committed to engaging with known development proposals and new development proposals as they emerge with the intent of facilitating such developments as they emerge to the maximum extent consistent with the safe operation of the proposed Project.</p> <p>Again in common with other existing rail and tunnel projects, following grant of the Railway Order and development of detailed design, TII will produce “Guidance Note for Developers” that will be the subject of bye-laws following the grant of Railway Order and which is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations.</p> <p>Therefore at this stage TII is dealing with known development proposals on a case by case basis, TII will work with parties in the future to assist with the wider development of sites over and above stations and tunnels. In this context TII has successfully engaged with a number of developers over the last two years to accommodate development over and in proximity to the alignment and there have been no material restrictions on development subject to the implementation of agreed design and mitigation measures and it is not anticipated that MetroLink will have a material impact on the development potential of sites above and in proximity to the alignment in future.</p> <p>2.Please also refer to response (1) above regards the provision of cycle parking. As detailed in Chapter 4 (Description of the MetroLink Project) section 4.7.6, cycle parking is provided in one of two options, (1) a specifically designed cycle park building and (2) surface parking, both covered and uncovered, which is integrated within the landscape design at each particular station.</p> <p>At present, two-tier cycle parking racks have not been utilised in the Project's design as they may preclude the parking of various other types of bikes, including cargo bikes, tricycles or accessible bikes, amongst others. However, the use of two-tier cycle parking, and the provision of other types of cycle parking, will be considered by TII during the detailed design stage and in our discussion with other agencies involved in the delivery of cycle parking city wide, such as DCC.</p> <p>3. Tree planting by MetroLink will be in accordance with response (10) and the Railway Order application.</p>	
79	Planning and Property Development Department - Conclusion	57	It is recommended that clarification is sought concerning the development potential of DCC-owned sites directly impacted by MetroLink, It is also recommended that minor amendments are sought to enhance the pedestrian environment and create attractive and safe places.	<p>TII will support DCC for any future DCC OSD and ASD proposals</p> <p>With regards to the minor amendments referred to, please refer to response items (99) and (110) and in the individual station responses above. Further details on the public realm at each station can be found in EIAR Chapter 4 (Description of MetroLink Project).</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
80	Conservation	69	Albert College Intervention Shaft (26.13) The impact on architectural heritage will be negligible. However, I note the proposed works will necessitate the removal of 69 out of 155 trees, which is most regrettable and should be mitigated by re-planting/landscaping.	Please refer to response (10) above	
81	Conservation	69	Griffith Park Station, Mobhi Road (26.14) - Whitehall College (Colaiste Caomhain: 19th century college buildings) is included in the RPS (Ref. No. 7746 and NIAH Reg. No. 50130149). The River Tolka is located within a Red Hatch Conservation area and the concrete Dean Swift Bridge with its cast iron railings is included in the NIAH (Reg. No. 50130053). It is proposed to remove part of the historic railings and entrance piers along St. Mobhi Road and realign them moving the gates back into the site to facilitate the construction of the new station in the southwest corner of the site.	As set out by EIAR Chapter 26 Architectural Heritage, Table 26.66 the following mitigations are proposed - Prior to any works the gates, piers and railings are to be recorded by means of photography and written description. The features are to be removed in accordance with the specification prepared by the Project Conservation Architect (PCA), stored securely, pending being returned to the site and reinstated. This will include any required conservation works. The impact is assessed to be moderate following mitigation. TII will liaise with DCC and the OPW who own Whitehall College and Tolka Park throughout the detailed design and construction process,	
82	Conservation	69	The proposed interventions at Whitehall College include the removal of 31 of 145 trees, which is most regrettable and should be mitigated by re-planting/landscaping.	Please refer to response (10) above.	
83	Conservation	69	- With the placement of various vents and shafts associated with the new station along the western boundary, it may be difficult to reinstate the same level of screening with trees/planting as exists at present to reduce the visual impact of the new structures. This requires careful consideration. - The magnitude of the impact will be medium and the effect will be very significant. The visual impacts should be reduced if possible.	The observation is noted. TII have throughout the design endeavoured to reduce visual impact so far as practicable and refer to response (58) above regards the architectural treatment of the MetroLink stations. As noted by EIAR Chapter 27, The Landscape, Table 27.16, the visual effect during the operational phase at Griffith Park Station has been assessed as moderate, positive, and permanent.	
84	Conservation	69	The visual impact of HVM bollards on the presentation of the new station is dominant - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.	Please refer to response (15) above.	
85	Conservation	73	SSG - The location of HVM bollards compromises the quality of the urban realm and requires greater consideration - an alternative approach is recommended such as the incorporation of landscaping/raised planters to improve the overall presentation.	Please refer to response (15) above.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
86	Conservation	73	The proposed interventions at St. Stephen’s Green Station include the removal of 64 of 225 significant mature trees and will give rise to the denuding of the park for a long period where trees are removed until the new planting is established - this most regrettable. There are several potential locations where new development is proposed that would be preferable to the level of intervention that is being proposed at St. Stephen’s Green.	<p>Please refer to response (67) above that explains the rationale for the preferred location of St Stephen's Green Station.</p> <p>EIAR Chapter 27, The Landscape, section 27.5.4.23 identifies that there will be a very significant temporary impact on the Landscape due to the loss of trees in the area of St. Stephen's Green East if mitigation measures are not deployed. However with the proposed mitigation measures relevant to this location in place, summarised below, this temporary impact can be mitigated by:</p> <p>(1) Development of site specific and comprehensive proposals for hard and soft landscape works, including for trees ensuring effective retention of mature trees where possible. Details of such planting proposals will be provided for consultation with OPW in advance of the construction phase. These will include: details of the tree species mix, numbers, density and sizes proposed; the tree preparation, presentation, transportation, lifting and placement techniques proposed, as well as; the proposed ground preparation, football securing technique, backfill materials and methods, and the specific establishment maintenance proposals for each. These measures will minimise the risk to tree establishment and maximise their viability and future rates of growth.</p> <p>(2) In sensitive locations such as St. Stephen's Green, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees. Furthermore, while the removal of trees from the landscape will initially have a significant impact if left unmitigated, especially in the case of old and developed trees as the replacing material (saplings) can never have the same size and development as the mature original trees that have been removed, resulting in an initial, but temporary contrast between the original established area of trees and the new planted trees area. Over a period of time this contrast will reduce and eventually become imperceptible.</p> <p>While the temporary impact on trees is considered very significant, it does occur over a localised area of the Park that amounts to only 5% of the total area of the Park, impacts 64 trees in the Park (the majority of the trees are lower value trees (category B or C trees) with just 5 Category A trees) , and is confined to the east side (adjacent to the Park fence line) of the Park only. TII are therefore of the view that the construction of St. Stephen's Green Station will not have a significant impact on the overall amenity and function of the Park during construction, given only 5% of the Park area is taken during the Construction Phase, and that once construction is completed, this area is returned to the Park, with only 0.2% of the total Park area taken by MetroLink when operational, whilst providing further access to, and reinforcing that St. Stephen's Green is a key Dublin landmark and destination.</p>	
87	City Architects	95	<p>Notes on MetroLink Review Process</p> <p><u>B. Railway Order Lodgement</u></p> <p>City Architects had requested that a full Pre-Planning (Railway Order) Documentation set be provided for review and comment in advance of the Railway Order Application. Til subsequently advised that due to programme constraints, this request could not be facilitated and Til would be proceeding with the lodgement of the Railway Order Application.</p> <p><u>C. Previous Comments</u></p> <p>City Architects have provided detailed comments on proposals as they have developed. We have not received satisfactory responses to many of the issues raised in our comments. Further consultation and clarification will be required.</p> <p><u>D. Next Steps</u></p> <p>City Architects would like to request a clear and detailed outline of how the process will be run from here and how City Architects (and other Dublin City Council Departments) will have the opportunity to follow up on our concerns and keep them live through to resolution. Meaningful workshops at key stages will be essential.</p>	<p>B - Railway Order Lodgement: Unfortunately due to programme constraints TII could not facilitate DCC Architects request to review pre-planning documentation. However prior to the submission of the Railway Order TII convened over xx meetings with DCC departments including the Chief Architects department to provide an overview of the Architectural design of each station and the design of the urban realm at each station location. TII commit to continuing this extremely helpful consultation process post the grant of an enforceable Railway Order as the scheme moves from Preliminary to Detail design and eventual construction.</p> <p>C - Previous Comments : TII are in the opinion that satisfactory responses were provided to the issues raised by DCC Architects, however some of the queries were raised can only be dealt during the detailed design of the project. TII will engage with DCC at the during detailed stage of the project after the grant of RO.</p> <p>D - Next Steps : TII will continue to engage with the Chief Architects Department throughout the next stages of the development of the design. A process for receiving DCC comments in this regard will been agreed with the Chief Architects Department.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
88	City Architects	95	<p>Notes on MetroLink Review Process</p> <p><u>E. Design Build Contractor</u></p> <p>Clarification is required regarding what stage of the project the Design Build Contractor will be appointed. To ensure success of the project, it will be essential that the Client Requirements for the Design Build Contractor clearly set out the following:</p> <p>1. the need to fully develop in detail the Concept Design Intent for Street Level Common Components to deliver high-quality, fully coordinated and integrated public realm.</p> <p>2. the need to have Architects, a Grade 1 Conservation Architect and Landscape Architects as key members of the Design Build Team, with sufficient inputs/hours at each stage to ensure the service is properly resourced.</p>	<p>The detailed design will be developed by the Design and Build contractors appointed to deliver the MetroLink scheme. TII's client requirements for the design and build contractors will be set out in the tender documentation. However, the form of contract is not relevant to this Railway Order application and the Environmental Impact Assessment process that has been undertaken.</p> <p>Details on the public realm associated with each station are detailed in EIAR Chapter 4 (Description of MetroLink Project). Section 4.5 of this chapter also details the design principles for the proposed Project. This chapter also details the architectural and landscape/public realm aspects of the design which are of relevance to the assessment of landscape and visual impacts.</p> <p>As noted in section 26.7 of EIAR Chapter 26 (Architectural Heritage), a Project Conservation Architect has been engaged to oversee the implementation of the Project. It is noted that the works will also be supervised by suitably qualified professionals.</p> <p>TII are happy to engage further with DCC during the detailed design stage and agree matters where required by RO conditions.</p>	
89	CA-RO-G-01 General Railway Order Documentation	96	<p>- The Railway Order Drawings comprise very simplified planning drawings and are difficult to review in detail. Some inconsistencies exist between the drawings, verified views and materials palette document.</p> <p>- Existing Condition Plan (including all existing utilities, street lighting, traffic control boxes, bollards, bins, benches etc.) and Proposed Site Plan at same scale are not provided in the 'Structures Details Book 2 of 3 MetroLink Stations Dublin City Council.pdf.</p> <p>- The 'Materials Palette. pdf and EIAR Appendix 'A27.1 Photomontages.pdf have also been reviewed as they better display the required quality of materials, architectural detailing and finishes required for such a major infrastructure project. This level of quality should be a Condition of the Railway Order to ensure that the proposal will be tied to the R.O. documents so that what is proposed at this stage will be delivered.</p>	<p>TII consider they have included on the drawings all the necessary information and detail to inform the Railway Order application and notes that the submission has not identified any guideline or best practice that TII has not adhered to in that regard, nor has it identified the inconsistencies referred to. TII would further note that for each station the following is provided: proposed street level design, street level elevations, concourse and mezzanine level plan, platform and under platform level plan, longitudinal section, and cross sections. Following a grant of Railway Order TII the will consultant with DCC during the development of the detail design.</p>	
90	CA-RO-G-02 General Ongoing Consultation	96	<p>City Architects note that ongoing consultation with DCC will be essential to ensure that concerns are addressed and the best possible outcome for the city delivered. This requirement needs to be included in any brief to Design Consultants and Contractors as the project develops."</p>	<p>Following a grant of Railway Order TII the will consult with DCC during the development of the detail design, but note that the form and content of the project contracts are outside the scope of the RO process.</p>	
91	CA-RO-G-03 General Reference Documents	96	<p>In addition to the requirements of the Development Plan and LAPs, stations should be designed with consideration given to the following documents:</p> <p>- The Heart of Dublin - City Centre Public Realm Masterplan, 2016</p> <p>- Your City Your Space - Dublin City Public Realm Strategy, 2012</p> <p>- Basement Development Guidance Document, 2019</p> <p>-2016-2020 Dublin City Tree Strategy</p> <p>- 2016 Construction Standards for Road and Street Works in Dublin City Council</p>	<p>Each of these documents have been taken into account in the design of the stations and surrounding public realm.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
92	CA-RO-G-05 General Environment and Sustainability	96	<p>- MetroLink is a major scheme presenting excellent opportunities for sustainable design and environmentally sensitive solutions across the city, these should be fully explored (e.g. green roofs, rainwater attenuation, greening strategies, solar energy etc.) Drinking water fountains/bottle fillers should be provided at all stations to reduce reliance on single use plastics.</p> <p>- It would be a major environmental positive if the MetroLink could be carbon neutral with operation fully powered by renewable green energy - possibilities for making this a reality should be pursued as early as possible in the scheme.</p>	<p>TII share these aspirations and are pursuing these opportunities at this early stage of the Project. EIAR Chapter 17 Climate, outlines possible measures to mitigate carbon, including:</p> <p>- Implementing a whole-life Carbon Management Plan aligned to PAS 2080 (Green Construction Board 2016) to inform the design, build and operation of MetroLink utilising TII's Carbon Assessment Tool;</p> <p>- Achieving Net Zero for operational energy by the design year with a stretch aspiration to be close (>80%) to Net Zero at start of operation through energy efficiency, innovation, green power purchases and offsetting residual emissions;</p> <p>- Achieving a reduction in mains water use during operation through the use of rainwater harvesting, water re-use and efficiency systems and devices at all work sites, stations, and buildings. Wastewater from the vehicle washing plant will be treated and recycled in-situ to reduce water usage; and</p> <p>- Requiring operations to achieve high recycling rates with an aspiration to achieve zero waste directly to landfill.</p> <p>There is also an opportunity to reduce operational energy requirements by the recycling of braking energy. When vehicles brake, their kinetic energy is converted into electricity and returned to the traction power line. The installation of reverse substations on the proposed Project system will offer the opportunity to reuse a portion of braking energy. Based on the inclusion of two reverse substations (at Dardistown and Charlemont) it is estimated that the system could potentially regenerate 0.119MW. This recovery equates to 0.6% of the energy needed to run the stations (19.58MW).</p> <p>TII will continue to progress initiatives through the detail design to reduce carbon both during construction and operation.</p>	
93	CA-RO-G-06 General Placemaking	97	A placemaking focused approach needs to be the priority around stations to ensure MetroLink delivers public realm of the highest quality to Dublin City. Placemaking and activation needs to remain the focus throughout detail design and construction phases to deliver places for people and a vibrant, successful public realm.	Please refer to response (58) above.	
94	CA-RO-G-07 General Emergency Vehicle Access & Evacuation Strategy	97	Fire evacuation strategy for each station should be considered as part of an integrated public realm design to avoid potential pedestrian congestion around emergency exits to ensure MetroLink can be safely evacuated in emergencies. Requirements for emergency vehicle access needs to be fully integrated into the public realm design.	The MetroLink design and Railway Order application has been developed in consultation with Dublin Fire Brigade (DFB). TII will continue to consult with DFB throughout all stages of the design to ensure the necessary provision is made.	
95	CA-RO-G-08 General Public Realm and Red Line Boundary	97	Clarification of the red line boundary is required on each station to clearly identify the site boundary and the extent of the works to be undertaken as part of the MetroLink project. All necessary works or upgrades in the vicinity (e.g.. footpath upgrades in surrounding streets) need to be included in the project works.) Clarification of the extent of the Public Realm on each station is required. Should the proposal be for any portion of the 'Urban Realm' to be retained as private land or closed off to public access at any time (e.g. closed to public at night) this must be clearly identified.	The redlines are included within the Property Drawings pack in Railway Order Plans\Drawings. The redlines indicate the extent of the proposed (permanent) acquisition of lands required for MetroLink. With regard to the extent of the Public Realm at each station please also refer to EIAR Chapter 21 Land Take.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
96	CA-RO-G-09 General Percentage of Budget Allocation for Public Realm	97	Clarification of percentage of allocation of budget for Public Realm to be provided. Urban realm proposals shown in 'Materials Palette.pdf need to be integrated into the scheme through the procurement process to ensure the high quality public realm proposals are not just aspirational but are actually delivered.	Public Realm is integrated into the scheme as part of the current design and this will continue to be the case throughout the procurement process and the development of the detail design. ABP can impose such conditions as are required to ensure the quality of the public realm is consistent with proper planning and sustainable development. The Project budget is outside the scope of the RO process and ABP's jurisdiction and is a matter for the NTA, Government and TII under the oversight of the Oireachtas.	
97	CA-RO-G-10 General Percent for Art	97	Clarification of how the Percent for Art scheme requirements for will be met across the MetroLink scheme is required - it is recommended that it be on a per station basis. Art should be embraced as a means of adding cultural richness to each station and integrating the structures into their context. Portal soffits are an ideal opportunity for a unique art piece or distinctive colour at each station in lieu of the timber cladding shown.	The project Art Scheme budget has been agreed an amount of €4million has been allocated for station and line wide Art incentive in accordance with the public transport Art policy. The Art scheme incentive will be agreed during the detailed design stage. Publication of the TII Public Transport Art Policy and establishment of a Public Art Advisory Group is currently under development in TII. Development of the Artists Brief for Metrolink and procurement of the artist(s) will take place during the Client Partner Design period and be further developed in the detail design period.	
98	CA-RO-G-11 General Integrated Transport Network	97	MetroLink proposal needs to be fully coordinated with other major infrastructure projects including BusConnects and DART Expansion to ensure designs are integrated, mutually complimentary and deliver high quality public realm spaces at interfaces between projects. Coordination with Bike Sharing schemes should be included to ensure better connectivity between services particularly in the city centre.	The coordination of MetroLink proposals with other major projects is already in place. Both BusConnects and DART Expansion are being consulted regularly given that MetroLink will interface with both projects. Please also refer to response (1) above that summarises how MetroLink will form part of a wider integrated transport network and how cycle parking and bike sharing provision will require an inter-agency approach to deliver it.	
99	CA-RO-G-12 General Transport and Accessibility Model	97	The public realm needs to be designed for the projected future passenger volumes to ensure footpaths around stations are sufficiently sized to cater for future projected loading at peak times.	EIAR Appendix A9.2 section 6.3 explains that pedestrian comfort levels have been modelled for 2018, 2050 and 2065 at the AM Peak hour and where significant impacts have been identified, mitigation measures have been included.	
100	CA-RO-G-13 General Site Sterilisation	98	The lack of provision for over site development on certain sites is a major concern as it would have long term impacts on the development potential.	Please refer to response (78) above regards oversite development.	
101	CA-RO-G-14 General Conservation Architect	98	A full-time Grade 1 Conservation Architect needs to remain an integral member of the team throughout the project. Their role needs to include advising in relation to temporary works that impact on protected structures, monuments and historic fabric across all city centre sites to inform the decision making process in relation to construction methodologies and traffic management.	As outlined in EIAR Appendix A5.1 (CEMP), specialists with appropriate skills and experience will monitor on-site construction on behalf of TII, where required. In terms of Architectural Heritage a the MetroLink Project Conservation Architect, incorporating two number Grade 1 Architects supported by a Conservation Engineer, Industrial and Stained Glass specialists was appointed by TII in January 2022. The MetroLink PCA has been appointed for 12.5 years i.e. for the full duration of the Construction phase (considered to be up to 10 years) and following close out phases. In accordance with the TII Code of Practice a Cultural Heritage Strategy has been prepared by TII's Project Archaeologist and will be updated in terms of built heritage by the PCA. The strategy is a live document and will be updated and issued to stakeholders as required. The role of the PCA and the Cultural Heritage Strategy is embedded in to the EIAR and consequently into any grant of an ERO; these will also be embedded into all future applicable contracts.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
102	CA-RO-G-15 General Materials	98	The Railway Order 'Materials Palette.pdf is welcome but needs to be developed to ensure the materials and finishes knit in with the existing Dublin City palette of materials, street furniture etc. Low maintenance, durable materials are required	The materials palette will be further developed during detailed design.	
103	CA-RO-G-16 General High Quality Street Furniture	98	All street furniture and pop up elements need to be highly durable, vandal proof and easy to maintain and agreed with DCC where they are to be taken in charge. This selection criteria must be applied from the outset when designing or selecting all street furniture items.	Please refer to response (6) above.	
104	CA-RO-G-17 General Pop Ups	98	City Architects would urge the design team to minimise the number of surface interventions (ventilation shafts etc.) as much as possible and all proposed interventions should be carefully designed and integrated into the public realm. Potential for vandalism and maintenance requirements need to be carefully considered.	The MetroLink design has considered the surface interventions carefully. Please refer to responses (6) and (58) above.	
105	CA-RO-G-18 General Entrance Typology	98	The Station Entrance Portal typology needs to be developed, including any security shutters etc. that may be required, as early as possible as this will have implications for how the public experience the stations. Additional consideration should be given to the portals within historical site contexts as to whether modulation or similar measures should be introduced where it meets the ground. Finer grain detail at eye-level, including cladding joints etc. will be very important and this requires further development. The corners and edges need to be reviewed, square edges tend to be damaged easily so a radius or chamfer edge detail should be considered for increased durability.	The Station Entrance Portal typology will to be developed during the detailed design stage to ensure good integration with public realm. Finer grain detail as described in the observation will also be addressed at the detail design stage.	
106	CA-RO-G-19 General Architectural Language and Iconography	98	The 'Branding', architectural language, iconography for the signage and wayfinding will be a critical factor for the success of the stations at their above ground public interface. Signage should be kept to the minimum required and clutter needs to be avoided.	These design principles are outlined in EIAR Chapter 4, section 4.5.	
107	CA-RO-G-20 General Advertising	98	No commercial advertising should be permitted around stations, and if possible the same should apply within stations and on trains. Proliferation of advertising on transport projects creates visual clutter and greatly detracts from a high quality public realm. Advertising is not shown on the Railway Order 'Structures Details Book 2 of 3 MetroLink Stations Dublin City Council.pdf or 'MaterialsPalette.pdf	Commercial advertising will provide additional revenue towards the overall efficient operation of the MetroLink scheme. TII's position is that ABP should not restrict advertising and that it is in the public interest that the project should be entitled to display any advertising allowed under the exempted development provisions of the Planning and Development Regulations and other applicable law.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
108	CA-RO-G-21 General Cycle Provisions on Trains	98	Consideration should be given to providing cycle parking on MetroLink trains so passengers can bring their bikes with them, lifts should be sized to accommodate bikes. This project is coming at time where cycle infrastructure in Dublin is undergoing major enhancements and the opportunity to improve transport integration should not be missed.	Please refer to response (55) above.	
109	CA-RO-G-22 General Cycle Parking Provisions at Stations	99	<p>The importance of adequate cycle parking a stations is understood as part of an integrated transport network and the good quantum of bicycle parking is welcome. However, the Railway Order Station proposals show public realm dominated by Sheffield cycle stands. The locations for cycle parking require further review to ensure they are fully integrated into a coherent public realm proposal noting that cycle parking on footpaths can cause obstructions for people with disabilities.</p> <p>Consideration should be given to the provision of parking for non-standard, adapted and cargo bikes and mobility scooters in accordance with Dublin City Council Development Plan standards.</p> <p>It is envisaged that bike parking will be used for short stays, but also by commuters and others for longer stays. Singular, Large, covered bike enclosures and possibly stackers should be considered where possible. These offer a better level of security, and also remove visual and physical clutter from the public domain.</p>	<p>Please refer to response (1) regards cycle parking provision.</p> <p>TII do not agree that the proposals show public realm dominated by Sheffield cycle stands, or that there is associated visual and physical clutter. EIAR Chapter 27 (The Landscape) details the assessment of the landscape and visual impacts during both the construction and operational phases. It is noted that at some locations, such as Griffith Park, some cycle parking will be provided in an underground parking facility, with additional parking on the ground level within the public realm.</p> <p>As detailed in Chapter 4 (Description of the MetroLink Project) section 4.7.6, cycle parking is provided in one of two options, (1) a specifically designed cycle park building and (2) surface parking, both covered and uncovered, which is integrated within the landscape design at each particular station.</p> <p>At present, two-tier cycle parking racks have not been utilised in the Project's design as they may preclude the parking of various other types of bikes, including cargo bikes, tricycles or accessible bikes, amongst others. However, the use of two-tier cycle parking, and the provision of other types of cycle parking, will be considered by TII during the detailed design stage and in our discussion with other agencies involved in the delivery of cycle parking city wide, such as DCC.</p>	
110	CA-RO-G-23 General Lighting	99	Lighting will be very important in how the above ground elements around stations are perceived particularly at night In addition to safety requirements, all above ground elements should be beautifully lit at night. Glazed facades mean the structures emit light at night and contribute to a more secure environment. Where lamp standards are proposed, they should be positioned to avoid clutter and designed/selected to complement their context	<p>The lighting design for each station has gone beyond minimum health and safety requirements and has been developed as part of an overall architectural design strategy for each of the stations based on the following principles:</p> <ul style="list-style-type: none">• Task lighting is provided at levels equivalent to operational requirements;• Direct lighting is provided in soffits above platforms and the plaza areas (at ground level);• Lighting will be integrated into balustrades and skirting;• There is a strategy to use cooler lighting for directly lit spaces and warmer lighting within indirectly lit spaces, however this is dependent on the materials approach;• Indirect lighting is provided from accessible areas at a low level; and• Increased perception of space, legibility, and security is provided through the indirect lighting of space and volume. <p>Station entrances and plaza areas will also be sympathetically lit. The plaza and station access areas for pedestrians will have 6m to 9m columns, with 8m to 10m columns for the bus stop and drop-off areas.</p> <p>The design will reduce light spill wherever possible. Luminaires will emit zero upward light. Areas with new tree planting and/or other variable obstructions to lighting will be lit accordingly, to account for future tree growth and seasonal changes.</p>	
111	CA-RO-G-24 General Passenger Lifts	99	Passenger lifts should be given equal priority to entrance canopies and integrated into the public realm accordingly in line with Universal Design Principles and equal access for all. The proposed difference in materials makes them easily identifiable from Dublin Fire Brigade Lifts and this principle needs to be followed through as the design develops.	Entrance canopies and passenger lifts are integrated into the public realm in accordance with Universal Design Principles. Passenger and Dublin fire brigade lifts will be clearly identified in accordance with their function.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
112	CA-RO-G-25 General Dublin Fire Brigade Lifts	99	The proposed brick cladding is appropriate and in keeping with the industrial heritage of the city and the perforated brick to conceal MEP vents is welcome. Careful consideration in terms of brick selection and architectural detailing will be important in integrating the structures into the various historic contexts.	Please refer to response (58) above.	
113	CA-RO-G-26 General Common Components Interactions	99	Common components shown in the 'Materials Palette.pdf should be fully developed and integrated into the public realm. Part of this process should include considering how positive interaction with the elements can be encouraged and controlled as well as discouraging negative interactions such as anti-social behaviour and climbing. Design must ensure that the installation of security devices is avoided.	<p>The common components at each station will provide a consistent, high quality passenger experience. The entrance portals, skylights, public facing lifts, and service lifts will form a coherent line wide MetroLink brand identity as part of the Dublin streetscape, aiding wayfinding and placemaking. The concise and recognisable material palette across the common components takes inspiration from both historical and contemporary elements of the city's built environment.</p> <p>The station popups share a set of principles that ensure a high-quality passenger experience is achieved across the Metrolink network:</p> <ul style="list-style-type: none">• Durability, security, functionality;• Commonality across contexts;• Branding and identity;• Universal access;• Weather protection and safety; and• Environment. <p>Security devices will only be installed if justified. Please also refer to responses (6) and (58) above.</p>	
114	CA-RO-G-27 General HVM Bollards	99	The proposed 'Bollards or equivalent (HVM)' at each station are concerning for their impact on the visual amenity of the public realm and problems they present for visually impaired pedestrians. The requirement for the bollards is understood, however their locations and alignments need to be reconsidered as part of an integrated public realm proposal for each station. Wherever possible landscape/greening/raised planting/seating interventions should be used as an alternative to bollards.	Please refer to response (15) above.	
115	CA-RO-G-28 General Upstand Floor Hatch	99	Several vents and hatches are shown in pedestrian areas around the stations and in some cases it is unclear if they will be flush with surrounding paving. Details, specifications, loadings, guarding, bollards, lighting, sirens, signage, maintenance requirements, etc. need to be provided for these openings to clarify if/how they will open in the event of an emergency and what impact they will have on the public realm.	<p>All emergency hatches/exits for sub-surface stations will be flush with the pavement and consist of automatic openings at street level, provided with electric or hydraulic opening system, as well as with manual opening. These structures have the capacity to support a load of six tons. They will be provided and installed in accordance with the Machinery Directive 98/37/EC and technical regulation EN 12453 – EN 12445. In the event of a fire event, an audible alarm is activated to notify the public.</p> <p>Smoke exhaust grills in footways and sidewalks, will be installed flush, in the green areas grills have a 30mm upstand.</p> <p>TII's position is that the detail in the application and this response provide the level of detail requested.</p>	
116	CA-RO-G-29 General Utility Cabinets	100	It is understood that all utility/service supply cabinets will be located below ground level as they are not shown on the Railway Order Street Level Design. This approach needs to be followed though all stages of the project to minimise clutter in the public realm.	All utility/service supply cabinets related to MetroLink will be located within the stations and below ground level. The exception will be cabinets provided by DCC for traffic and public lighting. The location of these cabinets where determiner at details design stage will be agreed in advance with the relevant department within DCC. This will include DCC Public Ream team.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
117	CA-RO-G-30 General Tree Management	100	The construction of the stations involves the removal of a significant no. of mature trees. Every effort must be made to minimise the no. of trees removed and any trees removed must be replaced with new appropriate tree specimens to support greening, biodiversity and environmental sustainability.	Please refer to response (10) above.	
118	CA-RO-MS08-01 Ballymun Station Site Development Potential	100	<p>City Architects note that the intention of the plan for the regeneration of Ballymun is to reduce the number of large open spaces. The introduction of a Plaza the same scale as the station box above the station does not seem to support this and will impede the potential for future oversite development.</p> <p>The 2007 BRL Masterplan also identified a strong street edge for this site as part of the objective to create a main street with density and a mix of active uses and frontages on the Ballymun Road.</p>	<p>At Ballymun, the development potential has been considered on an overall site basis and makes an allowance for the provision of a plaza to Ballymun Road with a strong development edge to that plaza. The LAP makes specific provision for an area of open space fronting onto Ballymun Road. Furthermore, feasibility study by Sistra, recommends that it was considered appropriate to set back the building frontage at least 15-20 meters to better integrate with the proposed MetroLink underground station in order to provide a more inviting entrance to the station. The current design has been discussed and agreed with DCC.</p>	
119	CA-RO-MS08-02 Ballymun Station Urban Design	100	<p>The public realm design should give consideration to the new design proposal for the plaza opposite the proposed Metro Station, this should be considered from an urban design perspective.</p> <p>Pedestrian connectivity across the Ballymun Road (R108) via the proposed toucan crossing is vital and needs to be developed and coordinated with BusConnects.</p>	<p>The public realm design gives consideration to the new design proposal for the plaza opposite the proposed Metro Station. The design is also aligned to the Bus Connects in this area.</p>	
120	CA-RO-MS08-03 Ballymun Station Public Realm Design	100	<p>The public realm around the entrance to the MetroLink station needs to be coordinated with the potential shopping centre on the adjacent site help activate the space rather than detract from it through the introduction of new public open spaces within the shopping centre.</p> <p>The shopping centre may not be built so the station needs to be designed to function with or without the adjacent shopping centre. Consideration should be given so additional space activation, for example, through a cafe kiosk.</p>	<p>Account will be taken of the public realm as set out by response (58) above. TII are not planning to accommodate retail within the Metrolink station or development. TII have no plans for a Cafe/Kiosk at this location and as such is not included in the RO application.</p>	
121	CA-RO-MS08-04 Ballymun Station Cycle Parking	100	Whilst a good quantum of bicycle parking is welcome, the proliferation of Sheffield stands across the site is of concern. It is envisaged that bike parking will be used for short stays, but also by commuters and others for longer stays. Singular, Large, covered bike enclosures and possibly stackers should be considered where possible. These offer a better level of security, and also remove visual and physical clutter from the public domain.	<p>Please refer to response (1) regards cycle parking provision. At the detail design stage parking provision will be made for non-standard bikes. Please refer to response (109) in relation to the integration of cycle parking into the landscaped design, and the provision of both covered and uncovered parking.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
122	CA-RO-MS08-05 Ballymun Station Bollards	100	The quantum of HVM bollards is of concern for their impact on the visual amenity of the public realm and problems they present for visually impaired pedestrians. Wherever possible landscape / greening / raised planting interventions should be used as an alternative to bollards.	Please refer to response (15) above.	
123	CA-RO-MS08-06 Ballymun Station Vents	101	The material and surface finish of the 3no. vent shafts in pedestrian thoroughfares requires careful consideration to ensure they are flush with paving, easily traversable and do not interrupt the footpath and the flow of pedestrians in what will be a busy location.	The 3 No. vent shafts (grills) located in the pedestrian thoroughfares will be flush with the footway paving so as not to interrupt pedestrian flows.	
124	CA-RO-MS08-07 Ballymun Station Accessible Parking & Set down	101	It appears that construction of this station will necessitate the removal of 3 accessible parking spaces. Preservation of the existing quantum of accessible parking should be a priority. Set down area for people with disabilities should also be considered.	Temporary management measures have been developed to minimise the impact on parking and loading. At Ballymun Station, the impact to parking at this location is considered to be Slight, with accessible parking maintained on the westbound side of Sillogue Road. The proposed site for Ballymun Station is earmarked for future development and therefore will be subject to loss of parking. To facilitate pedestrian movement to and from the area, the pedestrian crossing south of Sillogue Road will be temporarily relocated 40m south of its existing location, closer to the accessible parking. As part of the operational design, parking will be provided along the northbound carriageway of the Ballymun Road, adjacent to the station entrance, and therefore accessible drop off will be facilitated. Parking on the eastbound side of Sillogue Road will be also be provided, as well as maintenance of the existing taxi rank located adjacent to the station entrance to allow for integration.	
125	CA-RO-MS08-08 Ballymun Station Bollards clash	101	To the immediate south of the station on Sillogue Road there appears to be a clash between existing parallel parking spaces and proposed bollards. The proposed layout would present a problem in opening car doors.	The position of the bollards will be adjusted at detail design to ensure there is no clash with these car parking spaces.	
126	CA-RO-MS09-01 Collins Avenue Station Transport and Accessibility Model	101	This station will serve the DCU campus so it is likely that this station will be intensively used in the future and the public realm design needs to accommodate large passenger volumes.	TII confirm DCU footfall has been accounted for in the public realm design.	
127	CA-RO-MS09-02 Collins Avenue Station Median Exhaust Shafts	101	The proposed over track exhaust shafts in centre median appear to significantly complicate the construction of the station and potentially give rise to public safety concerns.	The overhead track exhaust (OTE) will only be used in the event of a fire emergency and is therefore a low probability event. The OTE's have been positioned to minimise the impact on the existing environment / landscape. In the event of a station fire the road would be closed.	
128	CA-RO-MS09-03 Collins Avenue Station Tree Management	101	The construction of this station involves the removal of a significant no. of mature trees and needs to be handled carefully to minimise environmental impacts.	Please refer to response (10) above.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
129	CA-RO-MS09-04 Collins Avenue Station Landscape Layout	101	The fragmented landscape design potentially gives rise to concealed spaces behind above ground elements, layout could be further rationalised. Sustainable drainage proposal is welcome but further details of swales and connecting open drains required.	TII do not consider the landscape design is fragmented. A design principle for this station is to integrate grilles and hatches required for the Station with planting proposals to avoid fragmented design. The landscape design will have future planting and swales to manage surface water sustainably, verge planting to direct pedestrians and cyclists, and a new plaza to integrate the street with the proposed Project and its architectural features as well as linking the Church with the adjacent new transport infrastructure. Concealed spaces have been minimised in the preliminary design and remaining spaces will be actively be monitored by the CCTV and the operation control centre, subject to Data Protection Impact Assessment and GDPR requirements. Please also refer to response (13) above with regards to the landscape design.	
130	CA-RO-MS09-05 Collins Avenue Station Cycle Parking	101	Cycle parking is a dominant element in the public realm and requires further consideration.	Collins Station requires the provision of 228 spaces, (126 racks) which were arranged with the green areas but concentrating the major quantity along the road to Albert College due the expected demand. Please refer to response (109) in relation to the integration of cycle parking with the public realm. Please also refer to response (1) above with regards to cycle parking provision.	
131	CA-RO-MS09-06 Collins Avenue Station Bollards	101	A more considered approach to HVM bollards is required as part of a coherent public realm design.	Please refer to response (15) above.	
132	CA-R0-MS1 0-01 Griffith Park Station Elevation Assessment	101	City Architects suggest that an elevation study along the length of St Mobhi Road is essential. The treatment of the wall should be considered for example, stone cladding, imprinted concrete with artistic design, planted walls, windows, sections in relief and recessed elements, greening at base of walls etc. which could provide some animation and rhythm to the wall.	The TII architectural vision aligns with the considered treatment of the wall as shown by Diagram 4.81 in EIAR Chapter 4. "As the station structure is incorporated into the topography it results in a new retaining wall of 5m plus in height. This wall will be clad with planting in places and on top of this structure a number of feature trees are placed to create the desired boundary and atmosphere."	
133	CA-R0-MS1 0-01 Griffith Park Station Elevation Assessment	101	Lighting on the footpath along the edge of the retaining wall to the football pitch will need to be considered carefully in order to ensure passenger safety as this footpath will be between a row of mature trees and a high wall.	Lightening design will be finalised at detailed design.	
134	CA-RO-MS10-02 Griffith Park Station Cycle Path	102	The interaction between the 2-way cycle path and pedestrian infrastructure, for example, at the bus stop gives rise to potential conflicts. Further consideration should be given to layout, materials and finishes to minimise conflicts.	As indicated in the street layout drawing provided in EIAR Chapter 4, Description of the MetroLink Project, the cycle lane will be interrupted by a footpath to facilitate access between the bus stop and the MetroLink station at Griffith Park. In line with the road hierarchy set out in the Transport Strategy for the GDA 2022-2042, pedestrians will take priority over cyclists. Appropriate signage will be provided to alert cyclists of the oncoming pedestrian movements to minimise any conflicts, as well as contrasting surface materials to signify the difference between the cycle lane and footway.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
135	CA-RO-MS1 0-03 Griffith Park Station Entrance Plaza	102	<p>The proposal to create plaza at the station entrance is welcome and has potential to be further developed.</p> <p>The plaza will have no passive surveillance from adjacent properties so this needs to be considered to ensure passenger safety and to avoid a potential location for anti-social behaviour.</p>	<p>TII have considered security, passenger safety and the risk of anti-social behaviour as part of the design. EIAR Chapter 6, MetroLink Operations and Maintenance, sets out the measures provided, including:</p> <ul style="list-style-type: none">•The architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide.•The Operational Control Centre (OCC) will be the central communications and operational hub, located in the administrative building at the Dardistown Depot. The role of the OCC will include monitoring and managing security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.•CCTV will be installed throughout the MetroLink system to provide general security and surveillance of all the public areas, subject to Data Protection Impact Assessment and GDPR requirements, and to inform, if required, the directing and sending of staff to manage the situation.•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour. <p>These will be further developed during the detail design to achieve the objective of provide a safe and secure experience for the public.</p>	
136	CA-RO-MS1 0-04 Griffith Park Station Universal Access	102	<p>The station and plaza should be designed taking account of universal design principles - consideration given to disabled parking, set-down area.</p>	<p>As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, the proposed Project has been designed on the principle of Access for All and universal design principles. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005, and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012). The design will also comply with Part M of the Second Schedule of the Building Regulations.</p>	
137	CA-RO-MS1 0-05 Griffith Park Station HVM Bollards	102	<p>A large number of HVM bollards are shown to the edge of the proposed plaza, a more considered approach to HVM bollards is required as part of a coherent public realm design.</p>	<p>Please refer to response (15) above.</p>	
138	CA-RO-MS10-06 Griffith Park Station Landscape Layout	102	<p>This station appears to use the levels well to integrate the above ground elements, street elevations and details of paved surface are required to fully understand proposal.</p>	<p>TII is satisfied that the level of detail is sufficient to allow DCC to understand the significant impacts on the landscape of the proposal. Details of paved surfaces will be agreed with DCC a during the detail design stage.</p>	
139	CA-RO-MS1 0-07 Griffith Park Station Tree Management	102	<p>The construction of this station involves the removal of a significant no. of mature trees and needs to be handled carefully to minimise environmental impacts.</p>	<p>Please refer to response (10) above.</p>	
140	CA-RO-MS1 0-08 Griffith Park Station Roof light Omission	102	<p>There are no roof lights proposed for this station due to the requirement to reinstate the football pitch meaning the station will be entirely artificially lit The retaining wall along St Mobhi Road may provide opportunity for providing natural light into the station.</p>	<p>The suggested proposal is not feasible because that side of the station is fully occupied by the station back of the house facilities.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
141	CA-RO-MS10-01 Glasnevin Station - Station configuration	102	This station is a major interchange location between the MetroLink and Irish Rail but also could see high volumes of passengers for events in Croke Park - the station must be designed to accommodate the anticipated no. of passengers without adversely impacting on the public realm (queues, overcrowded footpaths etc.)	The demand study considered to size Glasnevin Station, assumes the maximum demand foreseen in 2057 + factor 25%. Please also refer to response (42) above.	
142	CA-RO-MS10-01 Glasnevin Station - Station configuration	102	The footpath/road layout outside the station needs to be carefully assessed and designed to ensure safe movement routes are provided for pedestrians to bus stops and minimising conflicts with cycle paths.	TII have carefully considered this as part of the Metrolink design as shown in EIAR Chapter 4, Diagram 4.86 Glasnevin Station Layout. A high quality, safe and attractive access to all facilities, stations, trains and public spaces has been designed to promote independent mobility; high quality and safe access for cyclists (with cycle parking); and, bus interchange being integrated with existing bus services.	
143	CA-RO-MS10-02 Glasnevin Station Royal Canal Greenway	102	The interface between the station and the pedestrian/cycle path beside the canal (where there are planned towpath upgrades to connect with the Royal Canal Greenway) needs to be assessed to ensure the proposal enhances the public realm in this location and does not negatively impact this important route."	TII have carefully considered the interface of the station with pedestrian and cycle paths. As noted by EIAR Chapter 6, Metrolink Operations and Maintenance, at Glasnevin Station, cycle lanes are being provided along Phibsborough Road to access the Station, to tie in with Bus Connects cycle lane proposals. To the south pedestrian and cycle access is provided to the Royal Canal and the cycle network. TII are also consulting with Waterways Ireland to ensure the canal cycle paths are fully integrated.	
144	CA-RO-MS1 0-03 Glasnevin Station 2-way Cycle Path	103	The 2-way cycle path appears to terminate in a potentially hazardous configuration at the junction with Prospect Road to the north of the station introducing a potential conflict between pedestrians and cyclists. Further consideration should be given to layout, materials and finishes to minimise conflicts."	As indicated in the street layout drawing provided in EIAR Chapter 4, Description of the MetroLink Project, the cycle lane will be interrupted by a footpath to facilitate access to the bus stop. In line with the road hierarchy set out in the Transport Strategy for the GDA 2022-2042, pedestrians will take priority over cyclists. Appropriate signage will be provided to alert cyclists of the oncoming pedestrian movements to minimise any conflicts, as well as contrasting surface materials to signify the difference between the cycle lane and footway.	
145	CA-RO-MS10-04 Glasnevin Station Pedestrian crossings	103	There is no pedestrian crossing currently shown connecting the station to the east with the block between Whitworth Road and Lyndsey Grove. Consideration should be given to the inclusion of a pedestrian crossing here as there will likely be large pedestrian footfall approaching along the north side of Whitworth Road, including a potentially high concentration of visually impaired people accessing from the National Council for the Blind."	As indicated in Drawing no. ML1-JAI-ARD-ROUT_XX-DR-Y-03076 (MetroLink General Arrangement Prospect Way to Royal Canal), the existing signalised pedestrian crossing on Whitworth Road will be maintained, facilitating safe access from the block between Lindsay Grove and Whitworth Road, and the Cross Guns Bridge. From here, pedestrians can utilise the signalised crossing on Prospect Road south of Whitworth Road to access the Station. In recognition of the potentially complex routing and road crossing behaviour at this site, a VisWalk model was produced for the area surrounding the station, including the Whitworth Road area. The model indicates that whilst there is a relatively high pedestrian demand at the pedestrian crossings at the Whitworth Road junction, the additional width provided on the southern crossing will be sufficient to accommodate the anticipated demand. As a result, an additional crossing to the north of Whitworth Road is not required.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
146	CA-RO-MS10-05 Glasnevin Station Conservation & Heritage	103	There are a no. of protected structures in the area including the railings to the north of the proposed station. The bridges and canal locks are also of Industrial Heritage importance so a considered and sensitive approach is required in this location.	<p>All the protected structures in the area of Glasnevin Station were assessed and the predicted direct and indirect impacts are presented in EIAR Chapter 26 Architectural Heritage, Tables 26.4 and 26.50, with the necessary mitigation measures presented in Table 26.66, summarised below:</p> <p>- Railings and gates at Dalcassian Downs - The railings and their plinth walls are to be recorded by photography and written description prior to their removal. The railings and walls are to be taken down in accordance with a specification prepared by the Project Conservation Architect (PCA) and the materials removed into secure storage pending reinstatement. At the appropriate stage of construction, the materials are to be returned to site and the railings and walls reinstated in accordance with a conservation method statement prepared by the PCA. All works of dismantling, protection, transportation and reconstruction are to be carried out by a dedicated heritage contractor.</p> <p>- Fifth Lock, Royal Canal - The locks present at Royal Canal have been identified as architectural constraints within the assessment of architectural heritage, as detailed in Table 26.16 of EIAR Chapter 26 (Architectural Heritage). A detailed assessment of the canal lock will be carried out during the detailed design stage and appropriate protective or control measures implemented to ensure they remain operational and meet the performance requirements.</p> <p>- Royal Canal - The construction of the station will necessitate the closure of the Royal Canal and dewatering and infilling of a section of the canal during construction, with reinstatement on completion. Depending on condition, part or all of the quay wall on the northern side of the canal will be removed and reinstated at the end of the works in this area. The towpath will be closed for the duration of the works. Depending on condition, the southern quay wall may require repair to support the temporary pedestrian and cycle path. If following the draining of the canal basin a survey indicates that the canal walls are deemed to be susceptible to damage, the north wall will be removed in whole or in part; this may extend to the entire wall of the canal basin or just the copings. The south wall will be repaired in situ to accommodate the pedestrian/cycle way. Any damaged coursing exposed on draining of the canal will be made good, if the north wall is in very poor condition, it may be deemed best to be removed entirely and reinstated post construction – the PCA and TII will consult with and take direction from Waterways Ireland on this issue, though preference will be given to protection in situ. The form of the protection for the canal bed and repair/removal of canal walls will be in accordance with a method statement to be prepared by the PCA in consultation with Waterways Ireland. A good quality hoarding with sensitive images will be erected. The retaining wall on the northern side of the canal will be recorded by photography and written description prior to its removal. The wall will be taken down in accordance with a conservation method statement prepared by the PCA and the materials removed into secure storage pending reinstatement. At the appropriate stage of construction, the materials will be returned to site and the wall reconstructed in accordance with a conservation method statement prepared by the PCA. All works of dismantling, protection, transportation and reconstruction will be carried out under the supervision of a suitably qualified architectural conservation specialist.</p> <p>- Abutments of former railway bridge - The abutments of the former railway bridge will be recorded by photography and written description, and all loose masonry will be repaired prior to the erection of the temporary bridge. The repair works, the erection of the temporary bridge and its subsequent removal will be carried out in accordance with a conservation method statement prepared by the PCA. All works of dismantling, protection, transportation and reconstruction will be carried out under the supervision of a suitably qualified architectural conservation specialist.</p>	
147	CA-RO-MS10-06 Glasnevin Station Public Realm	103	A more detailed public realm proposal for the plaza space needs to be developed with further consideration given to elements such as seating, trees and planting, surface materials, level changes and artwork. Further detail is required to clarify how complex levels are being resolved through use of gently sloped surfaces, steps and landscape elements.	TII are of the view that the public realm is sufficiently developed for the purposes of the Railway Order application as set out by EIAR Chapter 4, Description of the MetroLink Project, section 4.17.7, and as illustrated by the Railway Order drawings (Structures Details, MetroLink Stations) and EIAR Appendix A27.1 photomontages. A 3D model environment has been used to refine the complexity of the levels and optimise the solution.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
148	CA-RO-MS10-06 Glasnevin Station Public Realm	103	Design approach should be for a fully integrated station building and public realm at this major interchange location. The inclusion of the retail unit is welcome to improve the public interface and help to activate the plaza.	Noted. Please also refer to response (147) above.	
149	CA-RO-MS10-07 Glasnevin Station Service Building	103	The proposal shows a large brick-clad service building housing Irish Rail back of house spaces and vents for MetroLink. Consideration needs to be given to the inclusion of windows, planting, sections in relief/recessed elements which may provide a rhythm and animation, particularly along Prospect Road. Perhaps a cafe kiosk in the service building to the north would activate this facade and adjoining space.	TII will work with local residents and DCC to further develop the cladding and planting design to ensure that it integrates into its surrounding environment. There are no plans for a cafe kiosk included in this railway order application.	
150	CA-RO-MS10-08 Glasnevin Station Oversight Development & Urban Form	103	Due to the important and complex interchange at this location, the station has been designed from the inside out. More consideration needs to be given to how the station will impact the streetscape.	TII have considered how the station will impact the streetscape. EIAR Chapter 4, Description of the MetroLink Project, outlines how the Glasnevin Station building is set back from Prospect Road where a public realm will be created, assisting in the connectivity to Prospect Road and adjacent land uses. This public realm deals with the changes in levels on site, by using sculptural wall elements and planting, and provides access to the station via ramps, steps and level access. The access route for pedestrians is provided through multiple access points along Prospect Road to a level plaza that leads to the Station building. The active plaza has seating and large mature trees. To the south, pedestrian and cycle access is provided to the Royal Canal and the cycle network. An active space for outdoor seating is provided for retail on this façade.	
151	CA-RO-MS10-08 Glasnevin Station Oversight Development & Urban Form	103	This site has opportunities for a building edge, oversight development of an appropriate scale to the context and future development on lands behind the proposed station but the proposal does not appear to have sufficiently explored these opportunities.	Please refer to response (2) above.	
152	CA-RO-MS10-09 Glasnevin Station Wayfinding	103	The architectural language of the station building gives rise to a concern that the station entrance may not be easily identifiable particularly vulnerable or visually impaired users. The design needs to be further developed to address this issue.	EIAR Chapter 6 MetroLink Operations and Maintenance, section 6.8.3.1 Access to Stations explains how the approaches to the station entrances are positioned to provide convenient access with minimal changes in level. Design features to facilitate safe access to the station entrance include signalised crossings, 'raised tables' within the roadway to reduce traffic speed at pedestrian crossings and dropped kerbs on pavements on both sides of the crossing to remove a trip hazard and aid wheelchair users and people with wheeled luggage. Tactile paving surfaces will warn pedestrians with visual difficulties of the absence of a kerb and guide them in the direction of the crossing. EIAR Chapter 6 also explains how MetroLink has been designed on the principle of Access for All. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005 and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012). The design will also comply with Part M of the Second Schedule of the Building Regulations. During the detail design TII will continue to consult with the National Council for the Blind and other disability groups to 'ensure access for all' is provided.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
153	CA-RO -MS10-10 Glasnevin Station Landscape Layout	103	Further detail is required to clarify how complex levels are being resolved through use of gently sloped surfaces, steps and landscape elements.	A 3D model environment has been used to refine the complexity of the levels and optimise the solution. The RO design is adequate to allow all significant effects on the environment to be identified, described and assessed and for the Board to determine the consistency of the project with proper planning and sustainable development. The final detail will be developed in the detailed design phase.	
154	CA-RO -MS10-10 Glasnevin Station Landscape Layout	104	Design approach should be for a fully integrated station building and public realm at this major interchange location.	TII are of the view this has been achieved through its design	
155	CA-RO-MS12-01 Mater Station Landscape Layout	104	A more detailed landscape layout needs to be developed to explain how the above ground elements will be integrated into the landscape design as well as the implications for the historic park railings.	<p>The station structure drawings show the layout of the above ground elements and these are further described in EIAR Chapter 27, The Landscape. The assessed impact on Architectural Heritage is fully described in EIAR Chapter 26 and specifically section 26.4.4.8. The RO design is adequate to allow all significant effects on the environment to be identified, described and assessed and for the Board to determine the consistency of the project with proper planning and sustainable development.</p> <p>Please also refer to responses (25) and (28) regards the treatment of the park railings and the revised layout of the Park.</p>	
156	CA-RO-MS12-02 Mater Station Biodiversity	104	This station necessitates the removal of the existing park including mature trees and will have a substantial impact on the biodiversity of the site. Detailed assessments and ongoing monitoring will be required throughout all stages of the project to minimise any negative impacts on biodiversity and to ensure that the biodiversity of the park is restored through the new trees and greening in the new landscape design.	<p>Please refer to responses (10), (27) and (29) above in relation to the impacts on trees.</p> <p>The impacts on biodiversity have been assessed and presented in EIAR Chapter 15 (Biodiversity). Section 15.5 of EIAR Chapter 15 presents the mitigation measures to avoid or reduce the potential impacts of the proposed Project on biodiversity. All of these mitigation measures are included in the Schedule of Environmental Commitments which will be implemented by the contractor under supervision of both the Project Ecologist (employed by the Employer) and the Ecological Clerk of Works (employed by the Contractor). The planting proposed in the landscape design will compensate for habitat loss by providing new areas of these habitat types, as detailed in section 15.8 of EIAR Chapter 15 (Biodiversity).</p>	
157	CA-RO-MS12-03 Mater Station Main Entrance Location	104	The main entrance to the station is located in very close proximity to the intersection of Berkeley Road and Eccles Street. This appears to create a pinch point where it may be difficult to safely manage the arrival and departure of high volumes of passengers at peak times. A detailed study of this area should be carried out to demonstrate how pedestrian and vehicle movements are safely accommodated in the proposal.	This has been fully assessed. EIAR Appendix A9.2-I Section 6.1.3.1 outlines the Pedestrian Impact Assessment for the Mater Station that found no concerns relating to the close proximity of the main station entrance to the intersection of Berkely Road and Eccles Street.	
158	CA-RO-MS12-04 Mater Station Roof lights	104	The introduction of the approx. 2m high roof light upstands will have a substantial impact on the park and the visual permeability, they may provide space for anti-social behaviour. The height of these elements needs further consideration and they need to be fully integrated into the landscape proposal for the park.	During the workshops held with DCC Architects , it was acknowledge that providing day light into the station by skylights was welcomed and TII had provided some precedent examples of international metro stations which use roof light solutions for reference. It was agreed that due to the sensitive nature of the Mater Station site, the roof lights design would be carefully considered and designed. Details will be provided (for discussion) during the detailed design stage. It is intended to consult with DCC to reduce the height of each roof light during detail design in order to minimise the visual the impact	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
159	CA-RO-MS12-05 Mater Station Park Ownership and Access	104	The park at the proposed Mater Station is currently maintained by DCC but is owned by the Mater Hospital with private access for the hospital only. City Architects are of the view that in order for the public realm around the station to function successfully, public access to the park will be required. Every effort should be made to obtain public access to the park.	As part of the Project, it is proposed to acquire the land at Four Masters Park. This will allow for the construction of the Mater Station whilst also creating a shared space to provide greater connectivity to the adjacent existing pedestrian network and to ensure sufficient space for exiting MetroLink passengers TII will retain responsibility for the operations, maintenance and security of the park post construction.	
160	CA-RO-MS12-06 Mater Station Conservation - Buildings	104	The site is surrounded by protected structures including St Joseph's Church, The Mater Hospital and the house at 39 Eccles street. The EIAR Architectural Heritage Impact at this station During Operation (AHI-60) is noted as moderate and a more detailed study in the context of protected structures and visual impact should be undertaken to demonstrate that the proposal will not adversely impact or detract from the existing amenity, including views (for example the vista towards St. George's Church at Hardwicke Place).	As part of the EIAR, AHI-60 was assessed to understand the impact of the proposed Project during Construction and Operation. As noted, during the Operational Phase it was identified that the impact on the Four Masters Park was moderate (prior to mitigation). Following this assessment, mitigation was proposed through design of the station and landscaping proposals. The mitigation proposed (a landscape design that creates a shared surface plaza which will provide greater connectivity to the adjacent existing pedestrian network) will see this impact be reduced from Moderate to Slight in relation to Architectural Heritage. In relation to Landscape impacts as outlined in Chapter 27 The Landscape of the EIAR, it is noted that upon completion that the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. Overall at this location, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be significant and positive in the long term.	
161	CA-RO-MS12-07 Mater Station Conservation - Railings	104	The gates, railings and plinth walls surrounding the park including the Celtic cross commemorating the Four Masters are a protected structure. The proposal identifies a change in alignment, geometry and extent of the park railings. A conservation strategy and report for how these railings are to be reinstated should be undertaken to ensure this amenity is protected.	Please refer to responses (23) and (25) above. EIAR Chapter 26 Architectural Heritage, Table 26.66 presents the proposed mitigation measures: - Four Masters Cross - The cross will be lifted and removed to a place of secure storage in accordance with a conservation method statement provided by the PCA. It will receive the necessary conservation and repairs. On completion of the construction of the Station the Cross will be returned to the Park and re-erected in a place to be agreed as part of the landscaping design of the Park. This will be carried out in accordance with a conservation method statement prepared by the PCA. - Railings, gates and plinth walls at Four Masters Park - The gates, railings and plinth walls will be removed in accordance with a conservation method statement prepared by the PCA and brought to a place of secure storage during the works. Following construction of the station box, the gates, railings and plinth walls will be reinstated on a revised alignment in accordance with a conservation method statement prepared by the PCA. - Healing Hands sculpture - The sculpture will be lifted and removed to a place of secure storage in accordance with a conservation method statement provided by the PCA. On completion of the construction of the Station, the sculpture will be returned to the Park and re-erected in a place to be agreed with the park owners as part of the landscaping design of the park. This will be carried out in accordance with a conservation method statement prepared by the PCA. The MetroLink PCA is currently completing their condition survey of the Park and will meet with DCC and Mater Hospital to advise them of their findings.	
162	CA-RO-MS12-08 Mater Station HVM Bollards	104	The proposed HVM bollards appear to obstruct pedestrian movements and clash with tactile paving at the pedestrian crossing on Berkeley Road. The locations and alignment should be better coordinated with the park railings to provide a more coherent, resolved solution.	Please refer to response (15) above.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
163	CA-RO-MS12-09 Mater Station Branding	105	City Architects strongly advise that branding responds to historical context as is the convention in conservation areas.	Please refer to response (58) above.	
164	CA-RO-MS13-01 O'Connell Street Station Railway Order Drawings	105	The proposed street level design is not shown for the O'Connell Street Station therefore it is not possible for City Architects to comment on the Public Realm and Landscape proposal elements of this location. There appears to be an error/omission on the following drawing: Drawing no. ML1-JA1-SRD-ROUT.XX-DR-Y-02071 Drawing Title METROLINK - STRUCTURES, O'CONNELL STREET STATION, PROPOSED STREET LEVEL DESIGN	The necessary detail is shown on: Drawing no. ML1-JA1-ARD-ROUT_XX-DR-Y-03088 Drawing Title METROLINK - GENERAL ARRANGEMENT, PARNELL STREET TO GPO BUILDINGS. Reference- RO Plans/ Drawing- Alignment Drawing Details -Book 2 of 2 Dublin City Council As noted in section 4.17.9.2 of EIAR Chapter 4 (Description of the MetroLink Project), the urban realm and landscaping design for O'Connell Street Station will be provided by the developers as part of the over-site development at this location. In the event that the current proposals for the over-site development does not go ahead, the MetroLink station will be built with the two entrances as planned while the development site at ground level would be surrounded by hoarding until new or revised plans for the over-site development come forward. The proposals for O'Connell Street Station differ in some detail to these standardised designs due to the over-site development. In particular, the station box will be covered by a transfer slab, which is required to help support the over-site development but results in the absence of skylights in the station ceiling and modifications for ventilation and smoke extraction. In EIAR Chapter 4 (Description of the MetroLink Project), Diagram 4.89 presents a cross section of the station and Diagram 4.90 shows a plan form of the main surface features of station.	
165	CA-RO-MS13-02 O'Connell Street Station configuration	105	The proposed location of the station below a commercial development appears to be a very challenging proposition and gives rise to several issues including station access, emergency services access, pop-up locations/coordination, constructability and programme coordination. These issues require full coordination and ongoing monitoring to ensure a successful outcome for this key station.	Extensive consultation has taken place over the last 4 years between TII and Dublin Central Ltd. This has resulted in a fully integrated design which considers all station access, emergency services access, pop-up locations/coordination, constructability and programme coordination. This close coordination is reflected in the respective planning applications of Dublin Central and TII at this location.	
166	CA-RO-MS 13-03 O'Connell Street Station Pedestrian Movements	105	The pedestrian loadings at this busy station need to account for all transfer passengers from bus routes, both Luas lines and the overhead development on the site to ensure the station and surrounding public realm is designed to accommodate the projected pedestrian volumes.	The pedestrian loadings have been assessed taking account of the relevant factors to inform the design. Please refer to EIAR Appendix A9.2-K, section 6.1.3 which outlines the Pedestrian Impact Assessment, Pedestrian Comfort Assessment, and Immediate Area Impact.	
167	CA-RO-MS13-04 O'Connell Street Station Entrance	105	The station entrance is located directly off O'Connell St. where there are a large no. of bus stops - this should be coordinated with the BusConnects proposal so that bus stops can be held away from the immediate vicinity of the station entrance to avoid the potential for a bottleneck forming	Coordination with BusConnects will continue through the detailed design phase. However, there are no BusConnects core bus corridor works proposed on O'Connell Street.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
168	CA-RO-MS13-05 O'Connell Street Station O'Connell Street ACA location	105	This station is located in the O'Connell Street Architectural Conservation Area. Detailed assessments and ongoing monitoring through all stages of the project is required to ensure the historically and culturally significant buildings, monuments etc. in the area are not adversely impacted by the works or the new station.	<p>As outlined in EIAR Appendix A5.1 (CEMP), specialists with appropriate skills and experience will monitor on-site construction on behalf of TII where required. In terms of Architectural Heritage this will include a Project Conservation Architect. A Cultural Heritage Strategy has been prepared by TII's Project Archaeologist and will be updated appropriately by the MetroLink Project Conservation Architect, who will remain involved for the duration of the project (Section 6.8). However it is noted that the draft RO application has assessed the impacts on the environment of two scenarios (1) where Dublin Central GP obtains and implements planning permission for the Dublin Central scheme first, in which case it will carry out the relevant demolitions and construction of the MetroLink Enabling Works in accordance with its planning permission and the Railway Order and (2) where Dublin Central GP does not proceed first, in which case TII's contractor will carry out the relevant demolitions and construct all railway works. No works are proposed on O'Connell Street with the exception of works necessary for the retention of facades, and thus not impact on street furniture, monuments etc. outside of the applicants redline boundary will arise</p> <p>Condition surveys, structural assessments and specialist surveys have been undertaken by Dublin Central and submitted as a component of their planning application. All buildings relating to TII station location will have been inspected by TII Project Archaeologist, the EIAR competent specialist and the MetroLink PCA. Environmental monitoring will be in place throughout the works and supervised by relevant MetroLink Project Team members and specialists. This will comprise baseline, construction and close-out monitoring. For MetroLink works vibration and settlement/deformation monitors will be installed linked to alarms to identify any vibration or settlement activity so that vibration threshold limits are not exceeded. Trigger warnings will be set in a three tier notification hierarchy so as to ensure work practices are paused and amended such that threshold levels are not breached. In the event of a trigger threshold being breached, works will cease until the cause of the vibration exceedance is identified and systems / methodologies modified to prevent recurrence. Threshold levels will be devised by a competent specialist in consultation with the MetroLink PCA and Environment team, and will be in line with the recommendations of the MetroLink EIAR and relevant British Standards.</p>	
169	CA-RO-MS13-06 O'Connell Street Station Access	105	The proposed angled escalators appear to be a successful solution for this station entrance, perhaps a similar strategy could be considered for some of the other station entrances on tight sites e.g. Mater Station.	OCS Station required a particular solution for the eastern entrance due the particular constraints on this station. The preferred solution where ever possible is to have a straight line of passenger flow.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
170	CA-RO-MS13-07 O'Connell Street Station Public Safety	105	The traffic management proposal for the site involves taking control of Moore Lane and using the narrow streets in the area for HGV routes in and out of the site. This central site attracts high volumes of pedestrian and cyclist traffic so public safety measures such as specific driver training and use of marshals at site entrances should be implemented.	<p>Safety, whether it be the public, businesses, stakeholders, people working on the project or any other group or entity that comes in to contact with the Project, will not be compromised in anyway.</p> <p>Mitigation measures for all sites, will include specific driver training, induction and marshals, but additionally, as outlined by EIAR Appendix A 9.5 Scheme Traffic Management Plan:</p> <ul style="list-style-type: none">• Controls at the entrance/exits of sites for construction vehicles in order to ensure the safety of other road users and pedestrians;• Pedestrian routes will be maintained throughout the construction period around the construction sites (safety risks to the general public will not increase as a result of construction activity);• In very sensitive areas, such as the City Centre, the designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines, must not be perceived as uninviting by pedestrians. The environment around the sites, therefore, will be designed to ensure that pedestrians and cyclists feel they are entering a safe and accessible environment. This will ensure that impact to businesses and shops adjacent to the work areas is minimised;• Temporary pathways and cycle ways will be installed where appropriate, and provision will be made to ensure access for individuals with restricted mobility is maintained; and• Where the existing level of service cannot be maintained in the vicinity of the construction sites, an alternative route will be designated, be clearly visible, be safe and be signed, and have the level of service required to cater for the pedestrian demand. <p>EIAR Chapter 28 Risk of Major Accidents and Disasters also notes that a serious or fatal collision involving construction traffic caused by the increase in HGVs could lead to an injury or fatality. Table 28.9 ID C8 notes that to mitigate this risk "Blind spot detection will be compulsory for HGVs in order to identify vulnerable road users".</p>	
171	C A -RO-MS 13-08 O'Connell Street Station Conservation Architect	106	There are several protected structures near the site (on O’Connell Street, Moore Lane and Parnell Street) and HGV access routes need to be considered in respect of minimising any potential impacts to historic fabric.	<p>In addition to the measures set out by response (170) above, as noted by EIAR Appendix A 9.5 Scheme Traffic Management Plan;</p> <ul style="list-style-type: none">• Suitable routes have been identified in order to direct construction traffic onto suitable roads, and to minimise the negative effects of increased HGV traffic on the environment.• Construction vehicles will be controlled in terms of the hours of operation (i.e. construction traffic may be prohibited during periods of very heavy traffic) and by imposing restriction on vehicle size and weight. <p>Please see response to Item (168) above this also applies to any structure within the environs of the works area where the competent specialist, in consultation with the relevant heritage specialist, identifies a potential indirect impact on buildings with historic fabric.</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
172	CA-RO-MS13-09 O'Connell Street Station Coordination and Interdependency with Private Development	106	It is noted that the construction of this station is tied to the Hammerson development that will form the over site development above the station and both projects may progress at different rates through the planning and approval processes. Coordination of phased construction of both projects will be essential and the extent of the public realm vs. private space needs to be clearly defined.	<p>Please refer to response (165) above.</p> <p>In the event that the current proposals for the over-site development does not go ahead, the MetroLink station will still be built with the two entrances as planned, while the development site at ground level would be surrounded by hoarding until new or revised plans for the over-site development come forward. The station design is integrated with the proposed redevelopment of this site so the O’Connell Street Station will remain structurally independent from the over-site development. Construction of the station will require the demolition of several structures and the retention of protected façades of the buildings along O’Connell Street Upper. The entrances/exits to the station will be integrated into the existing façades.</p> <p>Allowance has also been made for the possibility that the developers may not progress with the proposed mixed-use development in advance of MetroLink. To provide for this scenario the TII has worked closely with Dublin Central GP Ltd to ensure that the design for that scheme allows for the construction of an independent support structure to enable the station box construction and fit out to be carried out during or after the Dublin Central GP works have been completed. Both scenarios (with and without the over-site development) have been fully assessed on the EIAR. The cumulative effect of the over-site development is considered in the EIAR Chapter 31 (Cumulative impact of interactions between other projects).</p>	
173	CA-RO-MS14-01 Tara Street Station Interchange	106	This city centre station is at a key location and acting as a major interchange between the MetroLink and the existing Dart and Irish Rail services. The proposal passengers will have to leave the MetroLink station to enter the Dart station or vice versa, this will potentially give rise to overcrowding at station entrances and on public footpaths. The lack of a direct connection between MetroLink and Dart stations is a missed opportunity.	<p>The scope of the MetroLink project and TII remit does not include for forming a direct connection to the DART Station. As detailed in EIAR Chapter 4 (Description of the MetroLink Project) section 4.17.10, Tara Station will be located alongside the DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg and Townsend Street and has been designed to fit into this space. Passenger flow modelling does not indicated any overcrowding at this station entrance or footpaths adjoin the plaza station area, as presented in Appendix A9.2- O Traffic and Transport Assessment Tara Street Station. Response item (175) presents further details on the pedestrian modelling at this location.</p> <p>Tara Station will act as a multi-modal interchange station between MetroLink and DART railway line. The main point of interchange between the two stations will be via the southern entrance to Tara Station. Townsend Street will be reduced to single lane traffic in the section fronting Tara Street southern entrance, east of the DFB building to the DART railway line, to provide more space for pedestrian movements. A short section of Townsend Street between Tara Street and the DFB building will remain two-way to provide egress to and from the DFB building in both directions. Further details are contained in section 4.17.10 of Chapter 4 (Description of the MetroLink Project).</p>	
174	CA-RO-MS14-02 Tara Street Station HVM Bollards	106	The proposed location for the HVM bollards on Poolbeg St creates a barrier on the public footpath and should be re-examined. The bollards should be relocated to a location further back on the footpath to maintain an uninterrupted footway similar to Townsend St.	Please refer to response 15 above	

Submission No.			71	
Organisation Name or Name of Submitter			Dublin City Council	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
175	CA-RO-MS14-03 Tara Street Station Luke St & Poolbeg St	106	The drawings indicate that Luke St will be a shared surface with kerbs and a 2-way cycle route. This is also the proposed main pedestrian access route from the proposed Tara MetroLink station to the Tara Dart station and the River Liffey. The detail design of this street is very important and must promote pedestrian priority. The existing footpath is to be retained but is below standard width and the expected volumes of pedestrians will be forced onto the carriageway. The surface material used including the material for the shared carriageway on both Luke St and Poolbeg St needs to be carefully selected to promote pedestrian priority. Vehicular access to Poolbeg St & Luke St must be limited to essential vehicles only. The design of the junction of the station plaza area and the proposed 2 way cycle path on Luke St needs to be considered carefully to encourage cyclists to dismount.	<p>EIAR Appendix A9.2-O presents a Traffic and Transportation Assessment of the operational phase at Tara Street Station. At present, there are low volumes of traffic utilising Poolbeg Street and therefore there will be a minimal impact on general traffic accessing the area. Additionally, there will be a reduction of up to approximately 1,300 car trips over the years from zones within a 2km radius of the station, reducing the vehicular demand on the roads around the station.</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding the Tara Street Station, covering the full extent of the publicly accessible plaza, the Irish Rail station and nearby streets. The model indicates that the current design of the proposed station is expected to perform with an acceptable level of service. The proposed public plaza offers a high level of service regarding pedestrian routing. The north side of Townsend Street experiences relatively high levels of pedestrian demand, however the proposed design to widen Townsend Street at this location (at the Moss Street Junction) facilitates improvements to pedestrian congestion and the crossings at this location. The model indicates an acceptable level of service on Luke Street, with a high level of service on Poolbeg Street.</p> <p>Cycle parking will be provided on the public plaza at several locations, with one location provided adjacent to the end of the cycle path on Luke Street, encouraging cyclists to dismount at this location. Surface material for shared carriageway will be agreed with DCC at detailed design stage.</p>
176	CA-RO-MS14-04 Tara Street Station Public Bench	106	Access to the proposed public bench on the station plaza area near the corner of Poolbeg St and Luke St is blocked by the proposed cycle stands. The layout of the proposed cycle stands should be re-considered.	Access to the bench can be gained from either side of the cycle parking. The final details of the bench and cycle parking can be dealt with at the detail design stage.

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
177	CA-RO-MS14-05 Tara Street Station Railway Bridge & Pedestrian Underpass	106	The existing railway bridge passes over Poolbeg St and the Station Plaza area creating an underpass. The lighting levels under the bridge and the surface finishes on the under croft of the bridge need to be considered to discourage anti-social behaviour and promote pedestrian safety.	<p>As noted by EIAR Chapter 6, MetroLink Operations and Maintenance, the architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide. This will be supported by:</p> <ul style="list-style-type: none">• The Operational Control Centre (OCC) which will be the central communications and operational hub, located in the administrative building at the Dardistown Depot. The role of the OCC will include monitoring and managing security and antisocial behaviour. The OCC will direct and deploy staff (including notifying the emergency services if required), to manage incidents when required.• Subject to Data Protection Impact Assessment and GDPR requirements, CCTV will be installed throughout the MetroLink system to provide general security and surveillance of all the public areas, and to inform, if required, the directing and sending of staff to manage the situation. <p>Section 4.12.8.3 of Chapter 4 (Description of the MetroLink Project) details the external lighting strategy for the Project. The lighting class (and therefore the light level and uniformity targets) for each area to be lit, has been selected using BS5489-1:2020 with account made for the local ambient lighting and environmental zones, covering both roadways and pedestrianised/cyclist areas. Replacement public lighting will be provided in currently lit areas affected by the proposed Project. The plaza and station access areas for pedestrians will have 6m to 9m lighting columns.</p> <p>As detailed in section 4.7.10.2 of EIAR Chapter 4 (Description of the MetroLink Project), the general architectural design principles for Tara Station are to:</p> <ul style="list-style-type: none">* Enlarge the footprint to accommodate the commercial unit on the south-east building corner;* Provide lifts separate from the entrance canopies;* Strengthen Luke Street pedestrian connection to the river bank with a cycle lane;* Take into consideration the DART expansion and viaduct refurbishment;* Consider pedestrian connection to the river bank along the rail viaduct;* Enlarge the south entrance and above/below ground direct interchange link to MetroLink; and* Activate the viaduct vaults by introducing commercial units.	
178	CA-RO-MS14-06 Tara Street Station Pedestrian Access to Tara Dart station, Poolbeg St	106	A pedestrian access route from the Tara MetroLink station entrance/exit to the Tara St Dart Station entrance, through existing Dart station lands, from Poolbeg St should be explored to improve inter-connectivity in the city.	EIAR Appendix A9.2-O Traffic and Transportation Assessment - Tara Street Station presents the volume of passengers interchanging to and from the Project with other public transport modes. In both model scenarios assessed, whilst there are high volumes of interchange to and from DART, the highest interchange occurs to/from the bus network. Therefore, the Project has been designed to ensure maximum interchange with all modes of transport. Additionally, the southern entrance has been enlarged to accommodate anticipated demand at this location adjacent to the pedestrian crossing to access the DART station.	
179	CA-RO-MS14-07 Tara Street Station Site Development Potential	106	The proposal drastically reduces the development potential of the site as it indicates that there is no provision for development directly above the station. The footprint of the Proposed Future Development By Others identified is limited to the south west corner of the site. This has substantial commercial implications and equates to the loss of the Markiewicz Leisure Centre as well as the sterilisation of a publicly owned city centre site where an opportunity for densification exists.	As noted previously, the Railway Order does not include for an oversite development (OSD), but the MetroLink project does not preclude an OSD.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
180	CA-RO-MS14-07 Tara Street Station Site Development Potential	107	The station structure, all services and utilities need to be designed and configured in such a way as to ensure optimum oversight development is not precluded	Please refer to response (179) above. The detail design will make reasonable provision for oversight development.	
181	CA-RO-MS14-08 Tara Street Station Public Realm	108	The proposal shows a plaza area at the proposed Tara St MetroLink Station with a pedestrian link along Luke St to Tara Street Dart Station. The design of the public realm of these spaces needs to be of a high standard using high quality materials to create a world standard civic space in the city centre.	The design of the public realm of these spaces will be of a high standard using high quality materials to create a world standard civic space in the city centre.	
182	CA-RO-MS14-09 Tara Street Station Cycling Infrastructure	108	The location and configuration of the cycle path on Luke St needs to be considered to address the future conflict with pedestrians on the shared surface and within the plaza area.	Please refer to response (175) above in relation to the cycle infrastructure adjacent to Luke Street, and the modelled level of service on the public plaza.	
183	CA-RO-MS14-10 Tara Street Station Pedestrian Traffic	108	As there will be substantial increases in pedestrian traffic around the station, a study recommending required improvements of existing footpaths in the area needs to be undertaken to ensure a safe environment for pedestrians.	Please refer to response (175) above in relation to the pedestrian modelling that has been undertaken at Tara Station, which includes the full extent of the publicly accessible station area, the immediate vicinity of the Station entrance at street level, the Irish Rail station and nearby junctions. Detailed results of the pedestrian modelling undertaken at this location are presented in EIAR Appendix A9.2-O Traffic and Transportation Assessment-Tara Street Station.	
184	CA-RO-MS14-11 Tara Street Station Upgrade of Railway Arches	108	There is an opportunity to upgrade Tara St Rail station and the existing arches with the potential for occupying the arches and activating the public realm. A coordinated proposal should be developed with Irish Rail to maximise the potential of the public space in this location.	The MetroLink proposals will allow for the future activation by others of the existing arches. The commercial development of the arches is not part of the MetroLink scope or fall within the remit of TII.	
185	CA-RO-MS14-13 Tara Street Station Landscape Layout	108	This site has the potential for a valuable public space in the city and a detailed public realm study for this station should be undertaken. The current public space design is dictated by the track alignment so is somewhat fragmented and could better respond to pedestrian desire lines.	Please refer to response 179 above	
186	CA-RO-MS15-01 St. Stephen's Green Station Site Context and Conservation	108	As noted in the presentation, St. Stephen's Green is a national monument (to the kerb lines) so this as a particularly sensitive site requiring special consideration. Care needs to be taken to ensure the proposal is that which minimises the impact on the National Monument and ongoing monitoring will be required at all stages.	TII recognise that St. Stephen's Green needs to be treated sensitively and respectfully. Response (67) above sets out the rationale for the preferred location of St. Stephen's Green Station and how the impact of MetroLink will be managed and mitigated. Response (168) summarises the approach that will be taken to monitoring. All such works will be devised in agreement with the MHLGH and subject to Ministerial Consent.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
187	CA-RO-MS15-02 St. Stephen's Green Station Pop-up Configurations	108	Due to the sensitive nature of the site, the architecture, materials and detailing of the pop-ups needs to be of the highest standards as the design is further development. In addition, if it is possible to reduce the heights of the pop-ups but using hydraulic ram lifts, this should be considered.	TII provide the assurance that the architectural treatment of the Station will be to a high standard (see response 58) and that the detail design will refine the Railway Order design wherever possible to further reduce the impact of the proposed St. Stephen's Green Station on the Park.	
188	CA-RO-MS15-02 St. Stephen's Green Station Pop-up Configurations	108	All ventilation grilles etc. need to be carefully configured to minimise their visual impact, the open lattice brickwork is a good solution.	Please see response (187) above.	
189	CA-RO-MS15-03 St. Stephen's Green Station Tree Removal	108	A significant no. of large mature trees will need to be removed to facilitate the construction of the station. Under the Landscape Proposal presented, all trees along the eastern side of St. Stephen's Green within approx. 70m of eastern railings the railings are to be removed (in excess of 100 trees), this appears to be excessive.	Please note that 64 trees, not 100 as stated by the observation, will be felled to allow for the construction of the proposed Station. Of these 64, just 5 are classified as Class A trees. Response (86) provides further detail.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
190	CA-RO-MS15-03 St. Stephen's Green Station Tree Removal	108	Every effort to minimise the no. of trees impacted needs to be taken including keeping the site compound to the absolute minimum size required to facilitate construction.	<p>EIAR Chapter 27, The Landscape, section 27.5.4.23 identifies that there will be a very significant temporary impact on the Landscape due to the loss of trees in the area of St. Stephen's Green East if mitigation measures are not deployed. However with the proposed mitigation measures relevant to this location in place, summarised below, this temporary impact can be mitigated by:</p> <p>(1) Development of site specific and comprehensive proposals for hard and soft landscape works, including for trees ensuring effective retention of mature trees where possible. Details of such planting proposals will be provided for agreement with OPW in advance of the construction phase. These will include: details of the tree species mix, numbers, density and sizes proposed; the tree preparation, presentation, transportation, lifting and placement techniques proposed, as well as; the proposed ground preparation, rootball securing technique, backfill materials and methods, and the specific establishment maintenance proposals for each. These measures will minimise the risk to tree establishment and maximise their viability and future rates of growth.</p> <p>(2) In sensitive locations such as St. Stephen's Green, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees. Furthermore, while the removal of trees from the landscape will initially have a significant impact if left unmitigated, especially in the case of old and developed trees as the replacing material (saplings) can never have the same size and development as the mature original trees that have been removed, resulting in an initial, but temporary contrast between the original established area of trees and the new planted trees area. Over a period of time this contrast will reduce and eventually become imperceptible.</p> <p>While the temporary impact on trees is considered very significant, it does occur over a localised area of the Park that amounts to only 5% of the total area of the Park, impacts 64 trees in the Park, and is confined to the east side (adjacent to the Park fence line) of the Park only. TII are therefore of the view that the construction of St. Stephen's Green Station will not have a significant impact on the overall amenity and function of the Park during construction, given only 5% of the Park area is taken during the Construction Phase, and that once construction is completed, this area is returned to the Park, with only 0.2% of the total Park area taken by MetroLink when operational, whilst providing further access to, and reinforcing that St. Stephen's Green is a key Dublin landmark and destination.</p> <p>As detailed in EIAR Chapter 5 (MetroLink Construction Phase), land required for construction activities has been minimised wherever possible and boundaries adjusted to avoid and/or minimise impacts as far as possible. The siting of construction compounds is considered in Section 7.8 of Chapter 7 (Description of the Alternatives) of this EIAR. Any effects on the environment as a result of site set up or the activities carried out within construction compounds have been assessed in the relevant EIAR chapters.</p>	
191	CA-RO-MS15-03 St. Stephen's Green Station Tree Removal	108	Confirmation is also required to demonstrate that the 2.35m soil depth proposed above the station box is sufficient to allow for mature trees to be planted and grow to the same size as the trees that have been removed.	The 2.35m soil depth proposed above the station box is sufficient to allow for mature trees to be planted and grow to the same size as the trees that have been removed. This depth was determined following an Arboriculture Impact Assessment undertaken by an arboriculturist.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
192	CA-RO-MS15-04 St. Stephen's Green Station Pedestrian Traffic	108	As there will be substantial increases in pedestrian traffic around the station and to allow for future development, a study recommending required improvements of existing footpaths, islands etc. in the area needs to be undertaken to ensure a safe environment for pedestrians.	<p>As stated in EIAR Appendix 9.2 Overall Project Traffic & Transportation Assessment - The impacts on pedestrian comfort levels across the network have been assessed in the 2018 Base scenario, and the 2050 and 2065 Scenario A. All scenarios have been assessed in the AM Peak Hour (08:00-09:00) for this analysis. At St Stephen’s Green, further VisWalk microsimulation indicates that the network operates with an acceptable level of service in the majority of locations. The level of service is lower at specific locations on the network (Level D and Level E), such as at the waiting areas at signalised pedestrian crossings and at the entrances to the station escalators. Some delay at these locations is likely due to the high pedestrian demand, however it is considered that the overall level of service on the network is acceptable.</p> <p>As noted in EIAR Chapter 9, Traffic and Transport, pedestrian comfort levels will be required to be monitored throughout the Operational Phase to ensure that the surrounding footways have the capacity to maintain acceptable levels of comfort and safety with increasing demand. 'Uncomfortable' and 'Acceptable' links identified in the assessment are to be monitored to ensure that maximum available width is provided through the monitoring of street furniture placement and total footpath width, where applicable.</p>	
193	CA-RO-MS15-04 St. Stephen's Green Station Pedestrian Traffic	108	Merrion Row and Hume Street have existing narrow footpaths that may be insufficient to deal with increased volumes of pedestrians.	Please refer to response item (192) above in relation to the pedestrian modelling undertaken at St. Stephen's Green, and the proposed mitigation and monitoring measures that will be required throughout the operational phase.	
194	5-05 St. Stephen's Green Station Plaza Arrangement	108	The proposal to relocate the Wolfe Tone statue and Famine Memorial further inside the green is a welcome proposal as it will help form a place for gathering and a more open entrance to St Stephens Green from the plaza adjacent to the proposed MetroLink entrance.	Noted.	
195	5-05 St. Stephen's Green Station Plaza Arrangement	108	The configuration of the gate, railings and seating at the entrance to St. Stephens Green need to be carefully considered and in keeping with the historical context.	<p>As noted in EIAR Chapter 4, Description of the MetroLink Project 4, section 4.17.11.2 St Stephen’s Green Station Urban Realm and Landscaping Design - Architectural features of the Station will be integrated within the Park and along its eastern fringe. These include the station entrance canopy, ventilation infrastructure, Dublin Fire Brigade access and egress, station lifts and access shafts. The design will integrate these within the constraints of the Park’s features and leave as small a footprint as possible on the Park and its environs upon reinstatement. Surrounding these elements, the fence line, paving slabs, light stands and bollards will be reinstated to ensure that the historical context of the location will be retained. All such works will be devised in agreement with the MHLGH and subject to Ministerial Consent.</p> <p>TII note the historical significance of the park. This has been reflected in the assessment carried out as part of the EIAR. As explained by EIAR Chapter 26 Architectural Heritage, a number of structures of architectural heritage significance will need to be removed and placed into safe storage. This includes sections of the Park railings, bollards, lamp standards and paving outside the Park railings, the Wolfe Tone monument, and the Famine sculpture and trees within the Park and outside it. Within the Park there are short stretches of railing bordering the entry to the Park from the gates on the eastern perimeter, and there are low iron railings bordering the paths alongside the lawns; these will also have to be removed within the construction area.</p> <p>The railings, gates and plinth walls will be removed by a specialist heritage contractor in accordance with a method statement to be prepared by the Project Conservation Architect (PCA), brought into secure storage for the duration of the works and conserved as necessary. At the completion of the construction of the station, the railings, plinth wall and gates will be reinstated in their original locations in accordance with a method statement prepared by the PCA. All works of removal, transportation, storage and reinstatement are to be supervised by the PCA and method statements will be agreed with the OPW and the Minister’s office (Housing).</p>	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
196	5-05 St. Stephen's Green Station Plaza Arrangement	108	As the gateway to Dublin's Art and Culture quarter, this would be an appropriate location for integrated artwork.	Noted.	
197	CA-RO-MS15-06 St. Stephen's Green Station Bollards	108	The HVM bollards adjacent to the footpath outside St Stephen’s Green at the entrance plaza appear to be appropriately aligned however the spacing could perhaps be widened to reduce clutter.	Please refer to response 15 above.	
198	CA-RO-MS15-06 St. Stephen's Green Station Bollards	108	A gate is not shown at the entrance to St Stephen's Green from the plaza and if required, it would potentially clash with the HVM Bollards - further details required.	A gate will be provided to secure the Park. The details of how the gate fits with the bollards and the wall will be determined at detail design. All such works will be devised in agreement with the MHLGH and subject to Ministerial Consent.	
199	CA-RO-MS15-06 St. Stephen's Green Station Bollards	108	The proposal shows the omission of the existing bollards along the kerb line at the north east corner of Stephen's Green, this needs to be confirmed to avoid a proliferation of bollards in this sensitive location.	The existing bollards at the north east corner Stephen's Green Park are Protected Structures, and will be removed and carefully stored and eventually reinstated under the supervision of the Project Conservation Architect (PCA).	
200	CA-RO-MS15-07 St. Stephen's Green Station Utility Cabinets	108	<p>All vents, services and utility cabinets in the vicinity of the station need to be fully coordinated and discreetly located in this sensitive location. Cabinets need to be integrated in the design as early as possible so that they can be placed underground wherever possible and any above ground cabinets should be located in a single discreet cabinet in a considered location (possibly on the proposed widened footpath on Hume Street). The proposed additions to the footpaths around the pop-ups are welcome.</p> <p>Note: This is a very sensitive heritage site so uncoordinated or haphazard clusters of utility cabinets on public footpaths will not be acceptable.</p>	<p>All utility/service supply cabinets related to MetroLink will be located within the stations and below ground level. The exception will be cabinets provided by DCC for traffic and public lighting. The location of these cabinets where determiner at details design stage will be agreed in advance with the relevant department within DCC.</p> <p>As set out by EIAR Chapter 27, The Landscape, smoke, ventilation exhaust and other vents are to be located within the Park, along with inlets, draught relief/TVS/equipment exit and OTE - these will all be carefully landscaped within the Park. (the surface footprint of Station features in the Park amounts to just 0.2% of the total area of the Park). Other ground level elements, including lifts, emergency exits, OTE/TVS and supplies inlet are to be located outside the Park, alongside the road margin. The provision of “pop ups” associated with the Station will require alterations to the current road layout locally. The proposed road layout accommodates BusConnects proposals at this location.</p> <p>Similarly, EIAR Chapter 4 Description of the MetroLink Project, section 4.17.11.2 St Stephen’s Green Station Urban Realm and Landscaping Design notes that architectural features of the Station will be integrated within the Park and along its eastern fringe. These include the station entrance canopy, ventilation infrastructure, Dublin Fire Brigade access and egress, station lifts and access shafts. The design aims to integrate these within the constraints of the Park’s features and leave as small a footprint as possible on the park and its environs upon reinstatement.</p>	
201	CA-RO-NIS15-08 St. Stephen's Green Station Branding	108	City Architects strongly advise that branding responds to historical context as is the convention in conservation areas.	TII consider that the design of the MetroLink stations does this. Please refer to response (58) above.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
202	CA-RO-MS16-01 Charlemont Station configuration	109	As the last station on the proposed MetroLink line and a key interchange with the Luas green line, this will be a very busy station with very high pedestrian footfall. Sufficient footpath widths need to be provided to accommodate the high volume of pedestrians in particular along the route between the Metro Station exit/entrance and the proposed Charlemont Luas station access lift and stairs on Grand Parade.	<p>The station has been designed to accommodate the predicated passenger and pedestrians flows over the life of the project.</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>	
203	CA-RO-MS1 6-02 Charlemont Station Shared Surface	109	The proposed shared surface linking Dartmouth Road to Grand Parade will become the main pedestrian route from the Metro stations southern exit to the Charlemont LUAS stop. It is currently proposed to allow 2-way vehicular traffic along this route, it is indicated as a through road and no pedestrian only zone is provided. This arrangement is not suitable for what will become a busy pedestrian link. The carriageway should be reduced to a single lane of vehicular traffic to provide a pedestrian footpath zone for the length of shared space, creating a safe pedestrian route from the Metro station exit to the Charlemont LUAS stop and Grand Canal, but still providing access for service vehicles to the station and adjacent building. The material for the carriageway needs to be carefully selected to promote pedestrian priority. The vehicular through route should also be removed and a cul-de-sac created, with the use of planting / bollards.	<p>The proposed shared surface linking Dartmouth Road to Grand Parade will be barriered/gated at either end and speed restricted, hence enabling vehicle access to be controlled and vehicle flows to be managed and safe pedestrian access to be provided. Given that the roadway and footpath are in a controlled access area, it is reasonable to treat this as a shared vehicle/pedestrian area with road and footpath marked out by contrasting finishes, colours and textures.</p> <p>The vehicle through route needs to be maintained for reasons of access, but as noted, access will be controlled and limited to access only vehicles.</p>	
204	CA-RO-MS1 6-02 Charlemont Station Shared Surface	109	Access to the shared surface for pedestrians from the Metro station southern entrance should be improved by the removal of the proposed low level planting and cycle parking around the track exhaust tunnels.	This is considered unnecessary. As noted by EIAR Appendix A9.2-B Traffic and Transport Assessment Charlemont Station, section 6.1.3 has not identified any undue impacts to pedestrians due to planting and parking at this location. Please also refer to response (203) above.	
205	CA-RO-MS16-03 Charlemont Station Dartmouth Rd	109	The existing public realm along Dartmouth Rd from the Ranelagh Rd should be enhanced to attract pedestrians to the southern entrance of the Metro station. Public lighting levels and footpaths should be upgraded along these roads as part of the scheme. The pedestrian crossing at the junction of Dartmouth Rd and Ranelagh Rd should be upgraded as part of the scheme.	This is not within the scope of the MetroLink project or remit of TII.	
206	CA-RO-MS16-03 Charlemont Station Dartmouth Rd	109	Directional signage for the Metro station entrance will need to be provided and Its locations should be indicated on the drawings.	Please refer to response (106) above. This will be shown on drawings at the detail design stage.	

Submission No.			71		
Organisation Name or Name of Submitter			Dublin City Council		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
207	CA-RO-MS16-04 Charlemont Station Grand Canal Proposed Pedestrian Crossing & Proposed Signalised Pedestrian Crossing	109	A raised pedestrian crossing zone and a signalised pedestrian crossing are proposed adjacent to each other on Grand Canal. The proposed crossing arrangement for pedestrians as indicated on the drawing is unclear and confusing. Grand Parade is currently a busy vehicular route and at peak times is full of queuing traffic which would fill the uncontrolled raised pedestrian crossing area. The proposed drop-off area impacts negatively on the waiting area for pedestrians for the controlled crossing point.	The purpose of the raised table junction is to alert/inform drivers they are approaching a different environment and to calm the traffic. Noting that as set out by EIAR Chapter 6, MetroLink has been designed on the principle of 'Access for All', the drop off is restricted to, and provided to ensure the Station is accessible to persons of restricted mobility. Its location on Grand Parade is proposed to suit the lift access provided for Charlemont Station. The exact location on Grand Parade can be agreed with DCC during the next stage of the design process.	
208	CA-RO-MS16-05 Charlemont Station Grand Parade Drop-off Zone	109	The proposed drop-off zone for vehicles on Grand Parade will interrupt the existing historical bank of the Grand Canal and the setting of the Grand Canal. It could also create parking issues along Grand Parade. The proposed drop off should be removed from the scheme. An alternative drop off zone can be provided on Dartmouth Rd at the southern entrance to the Metro Station.	Please refer to response (207).The drop off location is specifically for people with restricted mobility (PRMS) and has such have been location on Grand parade to ensure ease of access to the PMS lift and the north end of the station.	
209	CA-RO-MS16-06 Charlemont Station Public Realm impacts	109	The construction phase of this station will be challenging due to the constrained site with the adjacent development over part of the station box. Construction Management and phasing will need to be carefully considered to minimise impacts on the adjacent Luas stop and to ensure the surrounding public realm can function for pedestrians and cyclists and public transport during construction.	TII recognise and understand the issues raised and is working closely with the commercial developer to ensure the objectives and outcomes for both the commercial development and MetroLink are delivered whilst managing the impacts on the adjacent Luas stop and the surrounding public realm, including pedestrians, cyclists and public transport during construction.	
210	CA-RO-MS16-07 Charlemont Station Landscape Layout	109	A more detailed public realm proposal needs to be developed for this station. A passenger lift is proposed at only one of the two entrances.	TII consider that the public realm design is sufficiently developed for the purpose of the Railway Order application. TII have considered sufficient provision for PRM access is catered for by the single lift at the northern entrance to the station.	
211	CA-RO-MS16-07 Charlemont Station Landscape Layout	109	The stair and lift connection to the Luas platform is very prominent in streetscape, design needs to be high quality and not simply functional.	The design of the stair and lift connection to the Luas platform will be high quality and with keeping the sensitive nature of the nearby Carroll's building.	

Submission No.			071		
Organisation Name or Name of Submitter			Dublin City Council		
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
Appendix 1 Recommended Conditions					
Item	Dept.	Page	DCC Submitted Condition	TII Response	
1	Planning and Property Development Department	38	<p>The proposed development at Glasnevin Station shall be designed so as to allow oversite development so to not impede the development potential of the site</p> <p><i>Reason: To provide for comprehensive redevelopment of the site in line with Objective SMT014 of the Dublin City Development Plan 2022 - 2028.</i></p>	<p>The proposed condition requires further discussions with DCC.</p> <p>The Railway Order does not include for an oversite development (OSD) at this site, however the MetroLink project does not preclude appropriate OSD at Glasnevin in the future. TII can explore the potential for oversite development once in receipt of an enforceable Railway Order. Should any viable oversite developments materialise in the future they will form part of a separate planning application by TII or its agents.</p>	
2	City Valuer’s Office	38	<p>Where DCC land is impacted by the Project, the following should apply:</p> <p>(a) DCC should be compensated for its lands utilised for the Project (including tenanted and leased properties, if any), whether title is/is not taken, in accordance with statute; the Acquisition of Land (Assessment of Compensation) Act, 1919, as amended, relevant case law and protocols. In the latter context, the Council shall be entitled to recover its reasonable professional fees incurred in dealing with the project acquisitions. Interest shall be payable on compensation amounts from the date of entry and taking possession of the Council plots (excluding Road-Bed cases only)</p> <p>(b) If title to DCC land is being transferred to TII/NTA or another, Dublin City Council, in addition to compensation under 1(a) above, will retain the air-rights for development purposes, as appropriate. In the cases where air-rights are retained by the Council, compensation payable shall reflect this fact.</p> <p>(c) Appropriate accommodation works should be provided at DCC properties affected by the Project</p> <p><i>Reason: In the interests of protecting Dublin City Council's assets and their development potential</i></p>	<p>In relation to land requirements TII will enter into a comprehensive agreement with DCC, at the appropriate time following the Railway Order coming into operation, where the terms of such an agreement will be developed in consultation with DCC. The land requirements, including all interests and rights in, on, under or over land, whether of a permanent or temporary nature, will be listed and catalogued and account will be taken of any items of accommodation works where provided for and contained within the Railway Order.</p>	
3	Housing Development-Housing & Community	38	<p>1A. With reference to properties at the corner of Luke Street and Townsend Street (specifically 23 and 34 Luke Street and 25-32 Townsend Street), should these properties and associated lands be acquired by TII, as part of the Metrolink project, TII shall liaise with Dublin City Council’s Housing and Community Services Department on all aspects of their plan.</p> <p><i>Note: Notwithstanding a pressing requirement for existing tenants in 25-35 Townsend Street to be satisfactorily relocated in the event of such an acquisition, the site itself has considerable development potential which must be realised by the City Council. To this end DCC has commissioned a feasibility study to examine the development potential of the site as a whole.</i></p> <p>1B. Dublin City Council requires a considerable lead-in period in the event of having to relocate tenants. Throughout this process DCC will continue discussions on a range of key issues with TII including, but not limited to, the requirements of existing tenants, the undertaking of necessary stakeholder engagement, programming and appropriate compensation.”</p> <p><i>Reason: in the interests of orderly development</i></p>	<p>The proposed condition requires further discussions with DCC.</p> <p>1 A/ 1B - TII shall continue to liaise with Dublin City Council’s Housing and Community Services Department on all aspects of plan to relocate the residents of LuEk Street and Townsend Street (specifically 23 and 34 Luke Street and 25-32 Townsend Street).</p> <p>TII note DCC's reference to a "Feasibility Study" in respect to potential future development of the site as a whole. Any future development of the site as a whole does not form part of this Railway Order Application.</p>	

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
4	Archaeology	38	<p>1. The implementation of the EIAR measures shall be oversee by a TII Project Archaeologist and undertaken in accordance with the TII/NMS Code of Practice for archaeology.</p> <p>2. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of all archaeological Method Statements when submitted to NMS.</p> <p>3. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives a copy of archaeological reports when submitted to NMS.</p> <p>4. The TII Project Archaeologist shall ensure that Dublin City Council Archaeology Section receives bi-weekly updates on archaeological finds and mitigation progress throughout the delivery of the scheme through to completion.</p> <p>5. The primary archaeological paper archive for all archaeological site investigations to be prepared and deposited with the Dublin City Archaeological Archive (DCAA) or with the National statutory repository within two years of the archaeological licence expiry.</p> <p>6. All archaeological consultants appointed to the proposed Project shall comply with the Code of Practice and shall liaise directly with the TII Project Archaeologist in relation to all archaeological requirements. Mitigation measures will seek to preserve in situ any archaeological or cultural heritage constraints, which may be impacted by the proposed Project. Where this is not possible a hierarchical range of mitigation measures will be implemented in advance of and during construction phase which will aim to ameliorate all impacts.</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Item 1: Agreed. In compliance with the 2017 Code of Practice (CoP) for Archaeology as agreed between the now Minister for Housing, Local Government and Heritage (HLGH), all TII works are overseen by a TII Project Archaeologist.</p> <p>Item 2: Agreed to provide 'For Information Only Purposes' in relation to Section 26 Method Statements relevant to DCC administrative areas. Documents will be provided in digital format only.</p> <p>Item 3: Agreed. All reports arising from the grant of a Section 26 licence will be issued via e-mail to DCC following formal acceptance as final by submitted to the Ministers Office via NMS, DHLGH and the NMI. No hard copies of reports will be provided.</p> <p>Item 4: Agreed. Regular updates on archaeological finds and mitigation progress relevant to DCC administrative areas throughout the delivery of the scheme will be provided, such updates will be 'For Information Purposes Only' and will be no more frequent than monthly and will be issued via email.</p> <p>Item 5: The proposed condition requires further discussions with DCC: In accordance with the National Monuments Act 1930 (as amended) and in accordance condition 13 of a grant of a Section 26 Licence for excavation 'The final place of deposition of all archives associated with the archaeological excavation shall be the National Monuments Service archive except as may be otherwise directed by the Minister'.</p> <p>Item 6: Agreed: This is in accordance with the TII/MHLGH CoP for Archaeology.</p>
5	Conservation	39	<p>The proposed works should take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and take all practicable measures to avoid loss of or damage to historic materials and features. The Applicant should comply with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities 201 1 - 14.4. 1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series Paving - The conservation of historic ground surfaces and best conservation practice.</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>TII confirm the proposed works will take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and will take all practicable measures to avoid loss of or damage to historic materials and features. TII will comply with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities 201 1 - 14.4. 1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series Paving - The conservation of historic ground surfaces and best conservation practice.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
6	Conservation	39	<p>1. Details of the temporary bridge that will facilitate access for the occupants of Coke Oven Cottages during construction works shall be submitted and agreed in writing with the planning authority prior to commencement of development</p> <p>2. A Conservation Method Statement for the proposed reinstatement of the historic railings, relocation of the Healing Hands, Four Masters Cross and Grotto and the overall realigned park layout shall be shall be submitted and agreed in writing with the planning authority prior to commencement of development</p> <p>3. A detailed Method Statement demonstrating how the historic fabric of the Mater Hospital and boundary balustrade will be protected from damage during the enabling and construction works shall be submitted and agreed in writing with the planning authority prior to commencement of development</p> <p>4. Details of the proposed junctions/interfaces with all existing historic fabric and structures to be retained in the vicinity of all proposed stations, and mitigation measures to address impacts arising, shall be submitted for the written agreement of the planning. Impacts shall be minimised where possible</p> <p>5. All works shall be designed and supervised by an expert in architectural conservation in accordance with the provisions (outlined above) of the Dublin City Development Plan 2022- 2028, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and relevant documents of the DHLGH Advice Series</p> <p><i>Reason: To safeguard the special architectural interest of affected Architectural Heritage across the Metrolink Route - including Protected Structures and Conservation Areas, landscaping, historic paving, setts, kerbing and associated features, boundary treatments, historic street furniture, gardens and trees and historic public realm etc. - and to ensure that the proposed repair works will be carried out in accordance with best conservation practice with no unauthorised or unnecessary damage or loss of historic fabric, the Conservation Section recommend that.</i></p>	<p>The proposed condition is agreed with following amendments as outlined below.</p> <p>Item 1: The design for the temporary bridge has been designed to efficient level of detail for environmental assessment and the grant of a railway order. TII will consultant with Waterways Ireland and DCC at detail design stage and will not commence works until both parties are satisfied with the detail design. All works will comply with Waterways Ireland Conservation Guidelines and requirements.</p> <p>Item 2 - TII will prepare and submit the relevant conservation Method Statements to DCC for comment prior to commencing each relevant phase of works. Public Realm design of the park has been finalised following consultation with DCC and Mater Hospital, this agreed design is reflected in the RO drawings</p> <p>Item 3 - TII will prepare and submit the relevant conservation Method Statements to DCC for comment prior to commencing each relevant phase of works.</p> <p>Item 4 - Details of the proposed junctions/interfaces with all existing historic fabric and structures to be retained in the vicinity of all proposed stations, and mitigation measures to address impacts arising will prepare and submit to DCC for comment prior to commencing each relevant phase of works</p> <p>Item 5 - All heritage works shall be 'carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation' in accordance with the policy BHA2 of the Dublin City Development Plan 2022- 2028, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and relevant documents of the DHLGH Advice Series will also be complied with.</p>
7	Conservation	39	<p>6. In accordance with best conservation practice, specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the report above, and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Metrolink Route shall be submitted by the conservation expert for the written approval of the Planning Authority</p> <p>7. The conservation expert shall advise the Planning Authority on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases as these arise</p> <p>8. If, through the course of construction work across the Metrolink Route, hitherto unknown and concealed architectural heritage fabric is found, the conservation expert shall contact the Conservation Section to advise them of the discovery as the presence of historic fabric may inform an alternative strategy for a design proposal that would enhance the setting of a Protected Structure, other historic buildings and features, an Architectural Conservation Area or Conservation Area</p>	<p>The proposed condition requires further discussions with DCC.</p> <p>Item 6 and 7 - TII will prepare and submit the relevant conservation Method Statements to DCC for comment prior to commencing each relevant phase of works. TII will consult with DCC Conservation on the reinstatement of relevant heritage items throughout the lifetime of the project.</p> <p>Item 8 - With reference to Item 8 TII will notify DCC Conservation of the identification of unknown/concealed heritage fabric however, TII cannot undertake works outside of those assessed in the EIAR and permitted by a grant of an ERO.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
8	Conservation	40	<p>9. All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.</p> <p>10. All repair of historic fabric shall be scheduled and carried out by appropriately experienced specialist contractors and conservators of historic fabric</p> <p>11 . The new station structures shall incorporate the potential to incorporate particular features that reflect the respective locations of the stations, either through artworks, decorative wall and/or ceiling/floor surfaces, lighting and interpretive material, so that each station has its own identity within common design parameters, with iconic signage that is respectful of each particular location. Careful consideration should be given to ensure an appropriate high quality design response for the design/branding of the new stations, canopies, signage, metro stop sign, furniture, lighting, colour schemes must reflect the same standards as the high quality iconography, detailing and signage of the London Underground, the New York Subway and Paris Metro and shall be coordinated with Iarnród Eireann Stations in locations where interchanges are proposed between the Metrolink and Railway.</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Item 9 - The proposed condition is agreed.</p> <p>Item 10 - The proposed condition is agreed.</p> <p>Item 11- The station design will be development in accordance with the MetroLink Architecture strategy and vision by Grimshaw. Art works at each station shall reflect the location of each station and will be agreed in accordance with the public transport Art policy. TII will consult with DCC in relation to the scheme specific art policy prior to it being finalised and implemented.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
9	Traffic Division	40	<p>1 . A comprehensive agreement shall be put in place between DCC and the TII regarding how any location is to be handed over to TII and its contractors, what pre-inspection and recording of any site is necessary and how the site is to be maintained during construction activities and by whom. The agreement shall also address the hand back process, the treatment of all relevant records treated and how all areas are to be accepted back by DCC following construction. It should further set out any areas which TII will have to maintain and the agreed mapping of any such locations.</p> <p>Reason: In the interest of orderly development</p> <p>2. All relevant DCC departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme and TII shall incorporate the requirements of the DCC departments into the final detailed design of the Scheme</p> <p>Reason: In the interest of orderly development</p> <p>3. Addition CCTV and traffic signals are required in a number of places along the route and these should be agreed between DCC and TII and funded from the project.</p> <p>Reason: In the interest of orderly development</p> <p>4. A consultative committee of DCC, TI, NTA, AGS transport operators and other relevant parties as may be required, shall be established to meet periodically over the course of the construction</p> <p>Reason: To ensure that the various projects which may be affected by Metrolink construction or have an impact on Metrolink construction are managed in as seamless a fashion as possible to minimise disruption.</p> <p>5. Following hand back, a separate agreement shall be put in place between DCC and the TII regarding the costs of maintenance of any additional items which have now been added to the DCC infrastructure and which are necessary for the maintenance and operation of the MetroLink system. In addition operation protocols between DCC and Metrolink need to be agreed for the operational phase of this project.</p> <p>Reason: In the interest of orderly development</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>With regards to the proposed conditions set out by DCC Traffic Division:</p> <p>Condition (1) - The proposed condition is agreed.</p> <p>Condition 2 - While TII will consult with DCC throughout the details design stage it is not practical to presume that, yet to be determined requirements, can be incorporated into the detail design.</p> <p>Condition (3) - The proposed condition agreed. Additional CCTV and traffic signals which arise from the requirement to carry out MetroLink works will be agreed and provided by TII, provided that nothing in this condition will require TII to provide CCTV in such a manner as to contravene the requirements of the General Data Protection Regulation or the Data Protection Act 2018.</p> <p>Condition (4) -The proposed condition is agreed.</p> <p>Condition (5) - The proposed condition is agreed. .</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
10	Active Travel Unit	41	<p>1. All bicycle spaces shall be provided as close as possible to the proposed Metrolink station entrances without comprising pedestrian routes to and from stations and all bicycle parking spaces to be sheltered and secure. Consideration should be made for bicycle lockers at all stations to provide adequate security at selected stations.</p> <p><i>Reason: In the interests of facilitating sustainable commuting options</i></p> <p>2. Cycle lanes shall be provided on Phibsborough Road which links cyclists from/to the Royal Canal Greenway to the proposed two-way cycle lane to the bicycle spaces in the North West corner of the site, if feasible.</p> <p>3. The proposed that the number of bicycle parking spaces shall be increased at all stations where feasible. Details to be agreed in writing with the planning authority prior to the commencement of development</p> <p><i>Reason: In the interests of facilitating sustainable commuting options</i></p> <p>4. All stations shall be designed to facilitate the transfer of bicycles to and from Metro.</p> <p><i>Reason: In the interests of facilitating sustainable commuting options</i></p>	<p>The proposed conditions require further discussions with DCC.</p> <p>Condition (1).The proposed condition requires further discussions with DCC. Bicycle parking spaces are provided as close as possible to the proposed Metrolink station entrances without comprising pedestrian routes to and from stations. Sheltered bicycle parking spaces with lockers are not provided in the city centre as part of the Railway Order design with the exception of Griffith station where underground cycle parking provision is provided.</p> <p>Condition (2). The proposed condition requires further discussions with DCC. As the provision of cycle lanes on Phibsborough Road is not within the scope of MetroLink.</p> <p>Condition (3). The proposed condition requires further discussions with DCC The maximum number of bicycle parking has been provided at each station taking cognisance of available space and public realm. To meet future cycle parking demand, this will require a coordinated multi-agency approach to ensure efficient delivery of cycle parking spaces and facilities. The remaining cycle parking demand requires a combined approach and delivery from Dublin City Council, Fingal County Council, and NTA, in order to achieve the maximum cycle parking provision. TII anticipate cycle parking provisions are likely to involve a combination of fixed and shared bicycles and other facilities to support the delivery of mobility hubs across the region.</p> <p>Condition (4). The proposed condition requires further discussions with DCC. MetroLink will be designed to accommodate folding/commuter type bikes and micro mobility devices, however access to the MetroLink system for these devises will be dependent on a the establishment of a coherent city wide public transport policy regarding their use on public transports systems by the Department of Transport and the National Transport Authority.</p>
11	Road Divisions	41	<p>Handover:</p> <p>1. Prior to commencement of any works, a formal Handover Procedure Agreement shall be agreed with Dublin City Council and put in place for all works to be undertaken on public lands. This procedure shall be carried out on any section of work as soon as it is completed. A global handover of all works at the end of the construction period shall not be permitted. As built drawings of each section of the finished works shall be provided in A1 sized hard copy to an appropriate scale and also in electronic format compatible with Dublin City Council’s current version of MicroStation. These as built drawings shall include details of any new services and alterations to existing services. Drawings shall also be provided showing exactly what areas are to be in Dublin City Council’s charge. The agreement shall also specifically address proposed maintenance arrangements for public in charge areas over stations and other structures</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition requires further discussions with DCC.</p> <p>Condition (1)- TII agree to a formal 'Handover Procedure Agreement' being put in place and that the procedure shall be implemented as soon as reasonably possible after work is completed by TII's contractors for the agreed sections defined by the aforementioned agreement. All information will be transmitted electronically to DCC. The electronic format of the transmitted information shall be agreed with DCC prior to transfer.</p>
12	Road Divisions	41	<p>Existing Condition Record:</p> <p>2. A photographic record of all areas in Dublin City Council’s control to be affected by the scheme works shall be provided to Dublin City Council prior to the commencement of any work.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>3. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of detailed design development of approved scheme</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed.</p> <p>Condition 2 - The proposed condition is agreed.</p> <p>Condition 3- The proposed condition is agreed.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
13	Road Divisions	42	<p>Roads Design & Construction:</p> <p>4. Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with Dublin City Council prior to construction.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>5. New roads and alterations to existing roads shall comply with “Technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019”.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>6. Road Safety Audits shall be carried out for any new roads and each existing public road that is to be modified as part of the scheme works at appropriate stages throughout the design of each individual scheme</p> <p><i>Reason: In the interest of orderly development</i></p> <p>7. The alignment of any new or altered roads included as part of the Project shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in “Construction Standards for Road and Street Works in Dublin City Council” unless otherwise agreed with Dublin City Council</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (4) - The proposed condition is agreed. TII require that DCC shall agree to not unreasonably withhold their agreement, and that any comments that need to be addressed prior to agreement being reached are returned within 28 working days of TII submitting documentation to DCC. In the event of no comments being received after 28 days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>Condition (5) - The proposed condition is agreed.</p> <p>Condition (6) - The proposed condition is agreed.</p> <p>Condition (7) - The proposed condition is agreed.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
14	Road Divisions	42	<p>Roads Design & Construction:</p> <p>8. Pedestrian and cyclist connectivity to and within stations shall be improved as part of the project where possible. Cycle parking shall be provided at all stations in secure, well-lit and convenient locations. Details to be agreed with Dublin City Council at detailed design stage. Principles of universal design shall be adhered to and accessibility requirements shall be met throughout the project.</p> <p>Reason: In the interests of facilitating sustainable commuting options</p> <p>9. Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with E&T Department at detailed design stage</p> <p>Reason: In the interest of orderly development</p> <p>10. All signage and road markings to comply with the Traffic Signs Manual</p> <p>Reason: In the interest of orderly development</p> <p>11 . Prior to commencement of works, Transport Infrastructure Ireland shall consult with the Roads Design and Construction Division of Dublin City Council regarding any works that impact on bridges within Dublin City’s jurisdiction. All works to bridges shall align with best practice as set out in TII Publications (Standards and Technical).</p> <p>Reason: In the interest of orderly development</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (8). The proposed condition is agreed. EIAR Chapter 6 explains how MetroLink has been designed on the principle of Access for All. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005 and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012). The design will also comply with Part M of the Second Schedule of the Building Regulations.</p> <p>Condition (9)- The proposed condition is agreed</p> <p>Condition (10) - The proposed condition is agreed.</p> <p>Condition (11) - The proposed condition is agreed</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
15	Road Divisions	42	<p>Reinstatement & Maintenance:</p> <p>12. All reinstatement work in areas to be taken in charge shall be carried out in accordance with “Construction Standards for Road and Street Works in Dublin City Council” unless otherwise agreed with Dublin City Council.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>13. The extent and type of the reinstatement required shall be agreed with Dublin City Council prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties</p> <p><i>Reason: In the interest of orderly development</i></p> <p>14. Detailed drawings should be prepared and forwarded to Dublin City Council for written agreement prior to commencement of development, setting out proposed construction details for any works to the public realm to include proposed materials and construction details.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>15. All proposed upgrade works that involve changes or additions to the existing public realm, including alterations to the carriageway, footpaths, drainage systems, traffic infrastructure, public lighting etc. shall be completed in accordance with “Construction Standards for Road and Street Works in Dublin City Council” and in accordance with the ‘Guidelines for Managing Openings in Public Roads 1, published by the Department of Transport guidelines for managing openings in public roads apr.2017.pdf (rmo.ie) or any updated version.</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (12)- The proposed condition is agreed</p> <p>Condition (13) - The proposed condition is agreed</p> <p>Condition (14)- The proposed condition is agreed.</p> <p>Condition (15)- The proposed condition is agreed.</p> <p>In relation to conditions through 12-15, TII require that DCC shall agree to not unreasonably withhold their agreement, and that any comments that need to be addressed prior to agreement being reached are returned within 28 working days of TII submitting documentation to DCC. In the event of no comments being received after 28 days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p>
16	Road Divisions	43	<p>Reinstatement & Maintenance:</p> <p>16. Samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to Dublin City Council for written agreement prior to commencement of development</p> <p><i>Reason: In the interest of orderly development</i></p> <p>17. Regarding bridge structures along the route, prior to commencement of works Transport Infrastructure Ireland and Dublin City Council shall agree in writing details regarding ownership and maintenance of relevant bridges prior to the commencement of development</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (16) - The proposed condition is agreed.</p> <p>Condition (17) - The proposed condition is agreed.</p> <p>In relation to conditions 16 & 17, TII require that DCC shall agree to not unreasonably withhold their agreement, and that any comments that need to be addressed prior to agreement being reached are returned within 28 working days of TII submitting documentation to DCC. In the event of no comments being received after 28 days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
17	Road Divisions	43	<p>Construction Period:</p> <p>18. Prior to commencement of works, Transport Infrastructure Ireland shall engage with Dublin City Council to agree in writing an overall Traffic Plan for all project works including phasing of works, road closures and diversions etc. and which addresses the cumulative impact on traffic for the whole city. Transport Infrastructure Ireland shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.</p> <p>Reason: In the interest of orderly development</p> <p>19. All roadworks shall be carried out in accordance with the current edition of Dublin City Council’s Directive for the Control and Management of Roadworks in Dublin City unless otherwise agreed with Dublin City Council.</p> <p>Reason: In the interest of orderly development</p> <p>20. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street) Transport Infrastructure Ireland or their Contractor shall pay Dublin City Council long term impact charges as set out in the ‘Guidelines for Managing Openings in Public Roads’, published by the Department of Transport guidelines for managing openings in public roads apr. 2017.pdf (rmo.ie) or any updated version.</p> <p>Reason: In the interest of orderly development</p> <p>21. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to with Dublin City Council's specification if required by Dublin City Council unless otherwise agreed with Dublin City Council.</p> <p>Reason: In the interest of orderly development</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (18) - The proposed condition is agreed TII propose that the Scheme Traffic Management Plan included with the EIAR will be a dynamic document, updated periodically to reflect Project progress. TII will convene a coordination group regularly with representatives of NTA, DCC, TII and operators to provide the necessary updates' T2 approval process will be adhered to and it is understood that no works can commence without an approved T2 cert.</p> <p>Condition (19) - The proposed condition is agreed</p> <p>Condition (20) The proposed condition is agreed</p> <p>Condition (21) - The proposed condition is agreed</p>
18	Road Divisions	44	<p>Construction Period:</p> <p>22. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to with Dublin City Council’s specification</p> <p><i>Reason: In the interest of orderly development</i></p> <p>23. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council</p> <p><i>Reason: In the interest of orderly development</i></p> <p>24. Where relevant works should comply with Dublin City Council’s procedure for ‘Ground Anchors Installations’ shall be adhered to as contained at https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation-</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed</p> <p>Condition (22) - The proposed condition is agreed.</p> <p>Condition (23) - The proposed condition is agreed.</p> <p>Condition (24) - The proposed condition is agreed.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
19	DCC Environmental Protection Division	44	<p>1 . The detailed surface water (SW) drainage design shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement. TII, their agents or contractor must comply with the Greater Dublin Regional Code of Practice for Development Works - version 6.0 (available from www.dublincity.ie Forms and Downloads) and any other relevant specifications as shall issue by DCC’s Drainage Planning, Policy and Development Control during the construction of the Works.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>2. (i) The development shall incorporate Sustainable Drainage Systems in the management of surface water, providing an integrated approach with the landscaping proposals. Full details of these shall be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement of construction. Soft landscaping should be considered before hard landscaping. The SuDs design should refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.</p> <p>(ii) Submission to include a detailed design check which shall incorporate:</p> <ul style="list-style-type: none">• Full design details including rationale and calculations and flow control measures, discharge rates etc. in each area/sub-catchment.• Gully and swales /SuDs elements design to be approved where additional required. Drawings should also indicate where revisions to existing SW infrastructure are necessary.• Manhole design to facilitate flow control devices, discharge manholes etc.• Functionality of swale connection pipes throughout.• Check of attenuation volumes provided. <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (1) - The proposed condition is agreed. TII confirm the detailed surface water (SW) drainage design will be agreed in writing with DCC Drainage Planning, Policy and Development Control prior to commencement and that TII will comply with the Greater Dublin Regional Code of Practice for Development Works - version 6.0. With regards the issue of other relevant specifications, TII's position is that these should be confined to the specifications in force prior contracts being awarded are let in the interests of maintaining cost and schedule certainty, since introducing these post contract award is not good practice.</p> <p>Condition (2)</p> <p>(i) The proposed condition is agreed. TII agree the Project will incorporate Sustainable Drainage Systems in the management of surface water, soft landscaping will be preferred where practicable and the SuDs design will refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.</p> <p>(ii) The proposed condition is agreed.</p> <p>In relation to condition 1 & 2 TII require that DCC shall agree to not unreasonably withhold their agreement, and that any comments that need to be addressed prior to agreement being reached are returned within 28 working days of TII submitting documentation to DCC. In the event of no comments being received after 28 days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>TII do not consider it appropriate that detailed submissions should be made to DCC, given this is the role that TII will undertake. TII commit to undertaking a design that meets the DCC specified requirements and providing the necessary assurance to DCC this has been the case.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
20	DCC Environmental Protection Division	44	<p>3. TII, their agents or contractor shall submit details, including cross-sections of buildings/ foundations in relation to all affected SW sewers, for the written agreement of DCC’s Drainage Planning, Policy and Development Control. No additional loading shall be placed on any surface water sewer and any damage to a sewer shall be rectified at TII’s expense.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>4. Surveys on the location and condition of the surface water infrastructure sewers, both pre and post development, shall be carried out by the developer. This shall include any sewers which are close enough to the Metrolink route that their later maintenance would require consultation with TII and any sewers that might be impacted by the tunnel construction process. These shall be upgraded in advance of works commencing if this is deemed necessary by Environmental Protection Division. Any damage to public drainage infrastructure shall be rectified at the developer's/ contractor's expense.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>5. As constructed drawings and a CCTV survey of all new public pipelines and pipelines to be taken in charge must be submitted to DCC Drainage Planning, Policy and Development Control after the completion of each phase of the development on site. This submission should include drawings indicating clearly the proposed demarcation between public and private SW drainage infrastructure. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the Metrolink route is to be agreed in writing with the Environmental Protection Division</p> <p><i>Reason: In the interest of orderly development</i></p> <p>6. TII shall model the cumulative effects of the proposed SW sewer diversions and compile a report specifying the details of all sewer upgrades and diversions and confirming that adequate capacity will be provided in surface water sewers, taking into account future demand. Particular attention shall be paid to the diversion of the Wad River to ensure there is no reduction in conveyance capacity and that there is no increase in flood risk during or after the works.</p> <p><i>Reason: In the interest of orderly development</i></p>	<p>The proposed condition requires further discussions with DCC.</p> <p>Condition (3) - The proposed condition requires further discussions with DCC. While TII agree to provide the full details in relation to affected SW sewers, TII can cannot commit to providing such information for all building and foundation along the route.</p> <p>Condition (4) - The proposed condition requires further discussions with DCC . TII agrees to undertake pre and post surveys -of the surface water infrastructure. and In the unlikely advent that surface waters are impacted by the tunnels works TII will agree and carry out neccasrary remedial measures.</p> <p>Condition (5) - The proposed condition is agreed</p> <p>Condition (6) - TII confirm they will model the cumulative effects of the proposed SW sewer diversions and compile a report specifying the details of all sewer upgrades and diversions and confirming that adequate capacity will be provided in surface water sewers, taking into account future demand.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
21	DCC Environmental Protection Division	45	<p>7. Each SW sewer diversion and any new connection to the SW network shall be carried out under separate licence from DCC Drainage Planning, Policy and Development Control. TII, their agents or contractor shall comply with the licensing and connection procedure of DCC Drainage Planning, Policy and Development Control. No application for a licence will be accepted until the drainage design details are agreed in writing.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>8. There shall be no pumping or discharge of groundwater or any other trade effluent to Dublin City Council sewers or waters except under and in accordance with a licence granted by Dublin City Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990. Please note, Dublin City Council is the local authority responsible for the surface water drainage network. Irish Water is the sanitary authority responsible for the foul and combined drainage network.</p> <p><i>Reason: In the interest of orderly development</i></p> <p>9. All internal basement drainage must be designed in accordance with the City Council’s policy on basements as set out in the Greater Dublin Strategic Drainage Study - Regional Drainage Policy - Volume 6, Basements. In particular, all internal drainage shall be pumped so as to discharge by gravity from the site to the public sewer and all openings to such structures shall be higher than the prevailing flood level in the area. All underground structures must be constructed to be watertight and therefore eliminate any permanent requirement to discharge groundwater. The design should address any potential risk of flotation or structural failure arising from making the structure watertight and should take steps to eliminate such risks.</p> <p><i>Reason: To minimise flood risk</i></p>	<p>The proposed condition is agreed.</p> <p>Condition (7) - The proposed condition is agreed.</p> <p>Condition (8) - The proposed condition is agreed.</p> <p>Condition (9) - The proposed condition is agreed.</p>
22	DCC Environmental Protection Division	46	<p>10. TII shall ensure that a Site Specific Flood Risk Assessment is carried out and submitted for the proposed scheme. This should identify and quantify the potential risks from all sources including coastal, fluvial, pluvial and groundwater. TII shall confirm in writing to the Drainage Division that the scheme has been designed such that the risk of flooding to the scheme has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area.</p> <p><i>Reason: To minimise flood risk</i></p>	<p>The proposed condition required further discussion with DCC.</p> <p>Condition (10) - An SSFRA forms part of the RO application and this condition is not required.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
23	Air Quality Monitoring and Noise Control Unit	46	<p>1. The works shall be carried out having regard to a Construction Management Plan. The plan must be written having regard to the Dublin City Council, Air Quality Monitoring and Noise Control Unit Good Practice Guide for Construction and Demolition (below link). The Plan shall include remedial measures identified owing to the results of the baseline monitoring survey as committed to in the EIS. The plan shall be submitted to and approved in writing by the Planning Authority before work commences. https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition</p> <p><i>Reason: To reduce the intrusion of noise and in the interest of amenity</i></p> <p>2(a). The hours of operation for the construction phase for all construction sites including depots shall be restricted to 7.00am to 7.00pm, Monday to Friday, and 8.00am to 2.00pm on Saturdays. Permission to work outside of these hours must be subject to the approval of Dublin City Council.</p> <p>2(b). Details of the hours of operation for the tunnel boring operation shall be agreed in writing with the Planning Authority prior to the commencement of boring operations.</p> <p>Reason: In order to safeguard the amenities of the area</p> <p>3. The commitments and remedial measures proposed in the Airborne Noise & Ground borne Noise Mitigation Policy submitted with the EIA shall be implemented in full. TII must enter into discussion with DCC prior to construction start regarding its monitoring regime, information sharing and details of any mitigation measures which are required.</p> <p><i>Reason: To reduce the intrusion of noise and in the interest of amenity</i></p>	<p>The proposed condition required further discussion with DCC</p> <p>Condition (1). - TII confirm the works will be carried out having regard to a Construction Management Plan which will be written having regard to the Dublin City Council, Air Quality Monitoring and Noise Control Unit Good Practice Guide for Construction and Demolition. The Plan will include remedial measures identified owing to the results of the baseline monitoring survey as committed to in the EIAR. The plan will be submitted for approval in writing by the Planning Authority before work commences.</p> <p>TII request that that DCC shall not unreasonably withhold their agreement and that any comments that need to be addressed prior to agreement being reached are returned within 28 working days of the submission of documentation to DCC. In the event of no comments being received after 28 working days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 working day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>Condition (2)(a& b) - The proposed condition-requires further discussions with DCC. The hours of work are detailed in the EIAR to optimise the overall delivery programme.</p> <p>Condition (3) - TII confirm they will honour the commitments submitted with the EIAR, and will enter into discussion with DCC prior to commencement of construction regarding its monitoring regime, information sharing and details of any mitigation measures which are required.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
24	Public Lighting	46	<p>The following requirements of DCC’s Public Lighting Section shall be adhered to:</p> <p>1. Briefings to be provided on the general layouts in each area in order to fully understand and assess public lighting requirements</p> <p>2. Ongoing consultation is required at all stages from design, to construction, to testing, commissioning and handover/taking in charge.</p> <p>3. A formal documented approvals process is required to be put in place with sign off at each stage</p> <p>4. New and/or altered public lighting schemes shall comply and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting</p> <p>5. Light Level Classes are dependent upon Daily T raffic Flows and levels of usage (both vehicular and pedestrian) and need to be formally agreed and signed off for each area of the project</p> <p>6. All public lighting works shall carried out a competent public lighting contractor or operator (such as DCC Public Lighting Services)</p> <p>7. Condition Assessment of lighting infrastructure shall be required in advance</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Conditions 2, 3, 7, 9, 11, 13-22 are agreed in principle however TII's preference is to work with DCC to agree on the details during the detail design stage of the project</p> <p>The following proposed conditions are agreed 1, 4, 5, 6, 8, 10, 12 in so far as they relate to MetroLink works within the extent of the station footprint and related public realm design.</p>
25	Public Lighting	47	<p>8. Replacement of existing Lighting Infrastructure with new infrastructure shall occur as necessary</p> <p>9. Some lighting Infrastructure will at end of life and the upgrading of luminaires may require the upgrade the entire PL asset, including the column, cabling, and ducting for electrical and lighting compliance.</p> <p>10. Upgrade of luminaires to high efficiency LED luminaires is a minimum requirement for each area. LEDs shall comply with DCC General Specification</p> <p>11. Applicant shall establish lighting circuits and electrical supply locations at design stage</p> <p>12. Applicant shall establish if any third party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and plan to relocate accordingly</p> <p>13. There is a limitation on where lights can be re-located. Careful consideration needed</p> <p>14. Need to minimise street clutter to avoid plethora of supply pillars and other street furniture</p> <p>15. Lighting Works shall require alterations to other Utility Services as necessary</p> <p>16. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure</p> <p>17. Careful consideration needs to be given to all proposed tree locations with respect to light locations to reduce potential blocking that could result in carriageways and footways being in darkness.</p>	<p>Please refer to response item (24).</p>

Submission No.			071		
Organisation Name or Name of Submitter			Dublin City Council		
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]					
Appendix 1 Recommended Conditions					
Item	Dept.	Page	DCC Submitted Condition	TII Response	
26	Public Lighting	47	<p>18. Lighting Designers shall carefully consider existing tree locations in their designs.</p> <p>19. GPPR surveys shall take place advance of construction in certain areas as necessary</p> <p>20. The applicant shall locate all underground services and identify possible underground congestion</p> <p>21. The applicant shall locate any cellars under footpath s/roads</p> <p>22. Facilitates detailed design of new lighting infrastructure and identifies possible location for lighting columns and duct routes etc. <i>Reason: In in the interests of amenity and public safety</i></p> <p>Notes to applicant: (a) DCC Public Lighting (PL) is the only ESB authorised body that is responsible for managing street lights mounted on ESB Networks Infrastructure in Dublin City Council. Those involved in Projects such as Metro-link cannot alter, remove or relocate lighting infrastructure mounted on ESB Infrastructure without DCC PL and ESNB approval. (b) There appear to be significant pavement works in most areas that will require complete replacement of existing lighting infrastructure including provision of ducts, cable chambers, lighting columns, luminaires, cabling, supply pillars and these details shall be addressed in the detailed design process</p>	Please refer to response item (24).	
27	City Architects	47	<p>The applicant shall comply with the following requirements of DCC’s City Architects:</p> <p>1. (a) All external materials shall be low-maintenance and durable. The materials shall be generally as per 'Materials Palette.pdf and EIAR Appendix 'A27.1 Photomontages.pdf submitted with the application documentation and all materials and finishes shall knit in with the existing Dublin City palette of materials, street furniture etc. and the design shall ensure that the installation of security devices is avoided; the Urban Realm proposals shown in ‘Materials Palette.pdf’ shall be integrated into the scheme through the procurement process to ensure high quality public realm proposals are delivered and all external materials shall be agreed in writing with the planning authority prior to the commencement of any development</p> <p>(b) All street furniture and pop up elements need to be highly durable, vandal proof and easy to maintain and agreed in writing with the Planning Authority where they are to be taken in charge. This selection criteria must be applied from the outset when designing or selecting all street furniture items.</p> <p><i>Reason: In the interests of visual amenity and the achievement of a high quality public domain</i></p> <p>3. Universal Design Principles shall be applied to all aspects of MetroLink with access for all passengers treated with equal importance. Passenger lifts should be given equal priority to entrance canopies and integrated into the public realm accordingly in line with Universal Design Principles and equal access for all.</p> <p><i>Reason: In the interests of universal access</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (1a) - The proposed condition is agreed. TII confirm all external materials will be low-maintenance and durable and will be generally as per 'Materials Palette.pdf and EIAR Appendix 'A27.1 Photomontages.pdf submitted. TII require further clarification regards the "installation of security devices is avoided" given these would only be provided if deemed appropriate and necessary.</p> <p>Condition (1b). The proposed condition is agreed. TII confirm all street furniture and pop up elements will be highly durable, vandal proof and easy to maintain.</p> <p>In relation to condition 1a & 1b, TII would ask that DCC shall not unreasonably withhold their agreement and that any comments that need to be addressed prior to agreement being reached are retuned within 28 working days of the submission of documentation to DCC. In the event of no comments being received after 28 working days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 working day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>Condition (3) - The proposed condition is agreed. EIAR Chapter 6 explains how MetroLink has been designed on the principle of Access for All. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005 and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012). The design will also comply with Part M of the Second Schedule of the Building Regulations. please note that TII do not consider there is a need for this condition.</p>	

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
28	City Architects	48	<p>4. The number of surface interventions (ventilation shafts etc.) shall be minimised as much as possible and all proposed interventions should be carefully designed and integrated into the public realm. Potential for vandalism and maintenance requirements need to be carefully considered</p> <p><i>Reason: In the interests of visual amenity and the achievement of a high quality public domain</i></p> <p>5. Station signage shall be kept to the minimum required and lamp standards shall be positioned to avoid clutter</p> <p><i>Reason: In the interests of visual amenity and the achievement of a high quality public domain</i></p> <p>6. Wherever possible landscape/greening/raised planting/seating interventions should be used as an alternative to bollards</p> <p><i>Reason: To avoid an over-proliferation of 'Bollards or equivalent (HVM)' at each station in the interests of visual amenity of the public realm and avoid creation of potential hazards for visually impaired pedestrians.</i></p> <p>7. Details, specifications, loadings, guarding, bollards, lighting, sirens, signage, maintenance requirements, etc. of the proposed vents and hatches shall be provided for these openings to clarify if/how they will open in the event of an emergency and what impact they will have on the public realm</p> <p><i>Reason: In the interests of public safety</i></p> <p>8. All utility/service supply cabinets will be located below ground level unless otherwise agreed with the planning authority in writing.</p> <p>9. The number of trees removed shall be minimised and any trees removed shall be replaced with new appropriate tree specimens</p> <p><i>Reason: To support greening, biodiversity and environmental sustainability.</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (4) - The proposed condition is agreed. TII consider that the MetroLink design already minimises the number of surface interventions and that they are carefully designed and integrated into the public realm. TII confirm vandalism and maintenance requirements will be carefully considered.</p> <p>Condition (5) - The proposed condition is agreed. TII confirm station signage shall be kept to the minimum required. TII consider that lamp standards have been positioned to avoid clutter.</p> <p>Condition (6) - The proposed condition is agreed. TII commit to working with DCC and An Garda Síochána to reduce the intrusiveness of the HVM bollards as well as considering alternatives wherever possible.</p> <p>Condition (7) - The proposed condition is agreed. TII have responded to this observation and can provide further detail as required.</p> <p>All emergency hatches/exits for sub-surface stations will be flush with the pavement. And consist of automatic openings at street level, provided with electric or hydraulic opening system, as well as with manual opening.</p> <p>Smoke exhaust grills in footways and sidewalks , will be installed flush, in the green areas grills have a 30cm upstand</p> <p>Hatches</p> <p>The emergency exits for sub-surface stations consist of automatic openings at street level, provided with electric or hydraulic opening system, as well as with manual opening.</p> <p>Grills</p> <ul style="list-style-type: none">• Smoke exhaust grills, including overhead track exhaust (OTE), will be installed as far as possible away from the location of emergency exits or intervention shafts. Smoke exhaust can be installed close to ground level. It should be noted that smoke will only be exhausted from these grills during a fire event. (A low probability event)• Ventilation exhaust grills will be installed close to ground floor in footways, or in green areas with 30cm high kerbing to minimise the risk of flooding.• Inlet air grills, as a general rule will be installed at a height 3.50m above existing ground level. This is to ensure clean unpolluted air is taken into the ventilation system. Depending on the urban context, this design principle could be relaxed. <p>When the grilles are located in footways and sidewalks, they will always be installed flush.</p> <p>Condition (8) - The proposed condition is agreed. All utility/service supply cabinets related to MetroLink will be located within the stations and below ground level. The exception will be cabinets provided by DCC for traffic and public lighting. The location of these cabinets where determiner at details design stage will be agreed in advance with the relevant department within DCC. TII confirm all utility/service supply cabinets will be located below ground level wherever possible. In the event this is not possible this will be agreed in writing with DCC with an understanding that permission will not unreasonably be withheld and a decision will be made within 28 working days of the submitted request.</p> <p>Condition (9) - The proposed condition is agreed. TII confirm that the number of trees removed shall be minimised and any trees removed shall be replaced with new appropriate tree specimens where possible. EIAR Chapter 27 Landscape & Visual, section 27.6.1 includes for a number of mitigation measures to reduce the impact of MetroLink.</p>

Submission No.			071	
Organisation Name or Name of Submitter			Dublin City Council	
Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
29	City Architects	48	<p>Griffith Park Station</p> <p>10. The treatment of the wall at Griffith Park Station shall be agreed in writing the Planning Authority prior to the commencement of development and shall include for example, stone cladding, imprinted concrete with artistic design, planted walls, windows, sections in relief and recessed elements, greening at base of walls etc. which could provide some animation and rhythm to the wall. Lighting on the footpath along the edge of the retaining wall to the football pitch shall be agreed in writing with the planning authority prior to the commencement of development</p> <p><i>Reason: In order to ensure passenger safety</i></p> <p>Mater Station</p> <p>11. The height of roof light upstands at Mater Station shall be agreed in writing with the planning authority prior to the commencement of development</p> <p><i>Reason: To avoid anti-social behaviour</i></p> <p>Tara Street Station</p> <p>12. (i)The details of the Public Domain and Landscaping for this station shall be agreed in writing with the planning authority prior to the commencement of development and shall include the following (i) design must promote pedestrian priority including widening of substandard width footpaths (ii) The surface material used including the material for the shared carriageway on both Luke St and Poolbeg St needs to be carefully selected to promote pedestrian priority.</p> <p><i>Reason: In the interests of a quality public realm</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (10) - The proposed condition is agreed.</p> <p>Condition (11). The proposed condition is agreed During the workshops held with DCC Architects , it was acknowledge that providing day light into the station by skylights was welcomed and TII had provided some precedent examples of international metro stations which use roof light solutions for reference. It was agreed that due to the sensitive nature of the Mater Station site, the roof lights design would be carefully considered and designed. Details will be provided (for discussion) during the detailed design stage. It is intended to consult with DCC to reduce the height of each roof light during detail design in order to minimise the visual the impact</p> <p>Condition (12)(i) - The proposed condition is agreed subject to footpath improving with the front print of the station and extent of the public realm.</p> <p>Condition 12 (ii) - The proposed condition is agreed.</p> <p>In relation to condition 10 and 12 TII request that DCC shall not unreasonably withhold their agreement and that any comments that need to be addressed prior to agreement being reached are retuned within 28 working days of the submission of documentation to DCC. In the event of no comments being received after 28 working days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 working day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>With regards to widening of footpaths, this will only be undertaken if deemed within the scope of the MetroLink project and that pedestrian modelling shows it is required.</p>

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Written Submission from Dublin City Council's Chief Executive to An Bord Pleanála in relation to the National Transport Application for the Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]				
Appendix 1 Recommended Conditions				
Item	Dept.	Page	DCC Submitted Condition	TII Response
30	Parks, Biodiversity and Landscape Services	49	<p>1. In order to retain the open views of Our Lady of Victories Church (Collins Avenue Station) as the architectural focal point in the locality mitigation measures shall be implemented and shall include height reduction of skylights, removal of proposed tree planting to front of church and coordination of materials and colours with the church building. Full details to be submitted and agreed in writing with the planning authority prior to the commencement of development</p> <p>2. The following information shall be submitted to the planning authority for written agreement at detail design stage:</p> <p>(i) Site hoarding alignment plan</p> <p>(ii) Tree survey, tree impact plan and tree protection plan prepared by an arboriculturist</p> <p>(iii) A landscape plan with details indicating the park’s landscape reinstatement works, hard and soft works, and boundaries design, prepared by a landscape architect</p> <p>(iv) Specification of materials</p> <p>(v) Outline project programme, including a 36 month DLP/Maintenance period for all works within the park</p> <p>3. Details of replacement tree planting and pitch drainage and irrigation details at Griffith Park Station shall be submitted for the written agreement of the planning authority prior to the commencement of development</p> <p>4. Details of screening of the Mater Station’s skylights and vents shall be submitted for the written agreement of the planning authority prior to the commencement of development</p> <p>5. The existing trees at the Mater Station site shall be surveyed before removal so that similar replacement planting may be achieved post construction.</p> <p>6. Detailed landscape /public realm plan to include further greening opportunities for Tara Street Station and compensatory street-tree planning for Charlemont Station shall be submitted to the planning authority for written agreement prior to the commencement of development</p>	<p>Regards DCC Parks, Biodiversity and Landscape Services proposed conditions:</p> <p>Condition (1) - The proposed condition requires further discussion with DCC. TII do not agree that this condition is necessary and consider that the proposed MetroLink design for Collins Avenue Station is appropriate. As outlined in EIAR Chapter 27, The Landscape, section 27.5.4.16, the design of the proposed Collins Avenue Station includes public realm improvements where possible. It is noted that the entrance canopy, row of three surface mounted skylights, lifts vents and emergency exits will alter the landscape in front of the Church, but features will be implemented to reduce those impacts where possible. The Station design incorporates a broad section of new public realm and garden to the front of the Church in contemporary style, featuring high quality paving, seating, bike parking, and garden tree planting with swale planting and ornamental ground cover planting. TII consider this will improve the overall appearance of the landscape with the addition of the Station features.</p> <p>Condition (2) - The proposed condition is agreed TII assume this condition is sought only for 'park' works and on this assumption provide no objection to the drafted condition.</p> <p>Condition (3) - The proposed condition is agreed. TII confirm that details of replacement tree planting and pitch drainage and irrigation details at Griffith Park Station shall be provided.</p> <p>Condition (4) - The proposed condition is agreed.</p> <p>Condition (5) - The proposed condition is agreed. TII confirm that the existing trees at the Mater Station site will be surveyed before removal so that similar replacement planting will be achieved post construction.</p> <p>Condition (6) - The proposed condition requires further discussions with DCC. The MetroLink Railway Order application provides adequate details of the proposed landscape /public realm for Tara Street Station and Charlemont Station.</p> <p>In relation to the above conditions TII request that DCC shall not unreasonably withhold their agreement and that any comments that need to be addressed prior to agreement being reached are retuned within 28 working days of the submission of documentation to DCC. In the event of no comments being received after 28 working days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 working day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p>

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31	Biodiversity	49	<p>1. Badger: The proposed mitigation in the EIAR to be implemented in full and the timeframe for the “pre-construction checks of the activity status of all setts" shall be 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project shall also consult with the National Parks and Wildlife Service (NPWS) prior to construction</p> <p>2. Bats: mitigation through a programme of replacing hedges and trees years in advance of construction allowing for hedgerows and trees to mature and reduce impacts when construction takes place. Details to be agreed in writing with the planning authority.</p> <p>3. The following information shall be provided to DCC for written approval at detail design stage: (i) Lighting Management Plan (that’s been reviewed by bat ecologist) (ii) Detailed bat survey data within DCC lands, including table of number of bats recorded per species per survey date.</p> <p>4. Protected species: Further evaluation of some species required and mitigation measures required (see report for full detail)</p> <p>5. Japanese Knotweed: complete Japanese knotweed surveys using a suitably qualified ecologist and conduct any required eradication programme.</p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition (1) - This proposed condition is agreed.</p> <p>Condition (2) - The proposed condition is agreed.</p> <p>Condition (3) - The proposed condition is agreed</p> <p>TII request that DCC shall not unreasonably withhold their agreement and that any comments that need to be addressed prior to agreement being reached are retuned within 28 working days of the submission of documentation to DCC. In the event of no comments being received after 28 working days, agreement will be deemed to have been reached.</p> <p>In the event that DCC and TII cannot agree within the 28 working day period referred to, disagreements shall be elevated to a DCC/TII Panel comprising senior leadership members of both organisations that will adjudicate and agree how agreement will be reached.</p> <p>Condition (4). The proposed condition requires further discussions with DCC. DCC to explain which species TII have not assessed as part of the railway order application.</p> <p>Condition (5). The proposed condition is agreed.</p>
32	Telecoms:	49	<p>2 x110MM ducts shall be installed in a duct bank along the complete length of the route with associated access chambers at regular intervals of not more than 200m.</p>	<p>The proposed condition requires further discussions with DCC.</p> <p>-This proposal is not practical as the twin duct will be 33m below ground</p>
33	Public Art	49	<p>The Proposed Scheme shall incorporate public art in accordance with the provisions of the Per Cent for Art Scheme, The process of commissioning public art within Dublin City Council’s administrative area shall be managed by Dublin City Council’s Arts Office in accordance with national guidelines, 'Public Art: Per Cent for Art Scheme1 (2004) and in consultation with the National Transport Authority,</p> <p><i>Reason: To animate the public domain and promote the arts and culture in the city</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>The proposed condition is agreed however administration of the scheme will be managed by TII.</p>
34	Street Furniture	49	<p>1. All street furniture and pop up elements highly durable, low maintenance, vandal resistant (where they come into contact with the public) and should have minimal embodied environmental impact.</p> <p>2. Details of any above ground structures not detailed on rail-order application drawings, arising from detailed design or other requirements, shall be subject of written agreement with the planning authority</p> <p><i>Reason: In the interests of visual amenity and to minimise clutter in the public domain.</i></p> <p><i>Reason: in the interest of orderly development</i></p>	<p>The proposed condition is agreed with following amendments as outlined below:</p> <p>Condition 1 & 2 - The proposed condition is agreed.</p>