

Submission No.			113	
Organisation Name or Name of Submitter			Helen and Luke Sherlock (2 Brian Terrace, Marino)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Reference number: NA29N.314724				
1	Letter	1	Firstly, we would like to state that we do not object to the MetroLink project which will provide much needed public transport links with the city centre. However, we do object to the destruction of the Markievicz Leisure Centre and 78 homes.	TII wish to thank you for your submission and stated support for the delivery of the MetroLink Project. TII also acknowledge your concerns around the demolition of the College Gate Apartments and the Markievicz Leisure Centre. Please refer to response (2) below in relation to the Markievicz Leisure Centre. Please refer to response (3) below in relation to the alternatives considered for Tara Street Station, and the reasons why the proposed location has been identified as the preferred option.
2	Letter	1	We are a mother and son who each use the swimming pool and gym 3-4 times weekly. It is a key part of our lifestyle. It was upgraded a few years ago and is very well run and a great amenity. We meet many regular users who either live or work locally. It is an especially important social space for older locals.	TII acknowledge the amenity value provided by the Markievicz Centre. 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.

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3	Letter	1	In a time of a housing crisis, it seems madness to demolish 78 homes which are in good condition. We are particularly concerned that alternatives to the demolition were not properly considered, with Transport Infrastructure Ireland stating from the outset that they would be demolished.	<p>Please refer to response item (4) below in relation to the consultation with residential property/landowners and residents associations that has taken place throughout the duration of the Project.</p> <p>TII acknowledge the significant impact of the proposed project at this location and have fully examined numerous options to avoid said impacts.</p> <p>Chapter 07 (Consideration of Alternatives) details the decision-making process that has led to the development of the proposed Project, including the route alignment and station locations. Appendix A7.2 Tara Street Station Report presents in detail the various options that were considered by TII for this location.</p> <p>Concerns had been raised during the public consultation on the Emerging Preferred Route (EPR) regarding the demolition required for the station in the location proposed, and concerns were again raised during the consultation on the Preferred Route. A number of alternative station locations were considered to try and address these concerns. Option 0 is the proposed station location, with a further 11 options assessed. Three options as submitted by College Gate residents, with the station relocated either to the north or south of the EPR proposed location, have been reviewed in detail. In addition, other options developed through the Preferred Route design process including a mined option and realignment of the route to the east of Tara Street Station have also been reviewed. All were assessed against the EPR proposed station location (Option 0) as a base case, adjusted to suit the single bore and reduced station box length.</p> <p>The various options were taken through a Mutli Criteria Analysis to compare aspects of each different option. Assessment of options considered the viability of the rail alignment, the quality/ease of interchange with Tara DART Station (a key requirement given that this will be one of the busiest stations on MetroLink with high passenger interchange with the DART), demolition/construction impacts (including minimising impacts on the existing DART infrastructure/operations), other environmental and planning issues, including traffic and utility impacts, and urban integration, health and safety issues, and potential construction costs.</p> <p>A mined station option at Tara was considered as a solution to avoid the demolition of the College Gate building. The option comprises the construction of two deep shafts either side and immediately adjacent to the College Gate apartments to provide construction access for mining the tunnel under College Gate apartments and to subsequently provide permanent access, ventilation and back of house facilities for the operation of the station. It was established that 24-hour working would be the only realistically feasible approach to construct the cavern beneath the building. Therefore, the nature of the work, drill and blast with mechanical excavation would generate a level of groundborne noise and vibration which would mean it would not be possible to reasonably inhabit the College Gate apartment block due to the disturbance caused. This would lead to a relocation of residents for a minimum of two years.</p> <p>However, there are possible risks that could extend the duration further, and therefore this option has a similar impact on College Gate residents as the cut and cover preferred option. TII consider that when balanced against the significant direct construction cost increase compared to the preferred cut and cover option, that demolition and redevelopment of the area around the site of the proposed Tara Station as part of the wider integrated development and regeneration of the site provides a better option.</p> <p>This assessment has identified that for a number of reasons including constructability, cost, and retention of a good interchange facility, that Option 0, including demolition of College Gate and Markiewicz Centre, remains the preferred station location:</p> <ul style="list-style-type: none">* This location retains a good interchange facility with Tara DART Station;* It reduces risk to the overall construction programme;* It offers cheaper overall construction cost;* It retains opportunity for future adjacent development by others;* Mitigation for the loss of the College Gate apartments is being addressed as part of the Project with the support of DCC. In particular, TII, in consultation with DCC, will support rehousing and provide compensation for the loss of the residential units.

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4	Letter	1	We are concerned that financial considerations are being put ahead of the needs of the city centre community.	<p>Please refer to response item (3) in relation to the multi-criteria assessment of alternative options (considering their environmental, social and economic impact), and the reasons for identification of the proposed location as the preferred option.</p> <p>A station at Tara Street provides good interchange opportunities, serves important key trip attractors in the study area with high potential passenger trips. This option also takes a direct and short route through areas of high demand in the centre of the study area.</p> <p>As Dublin’s public transport network grows through the implementation of higher capacity bus routes, more frequent heavy rail services and coverage, and the expansion of the light rail network it is critically important that to achieve the full benefits and capitalise on these investments that they are integrated fully where appropriate to attain “the network effect”. High quality interchanges can significantly broaden the transport offer for their catchment and add to the appeal and attractiveness of sustainable transport by ensuring that people can easily change services to access a wider range of places by these modes, and each scheme should be designed to ensure that these are as seamless as possible.</p>